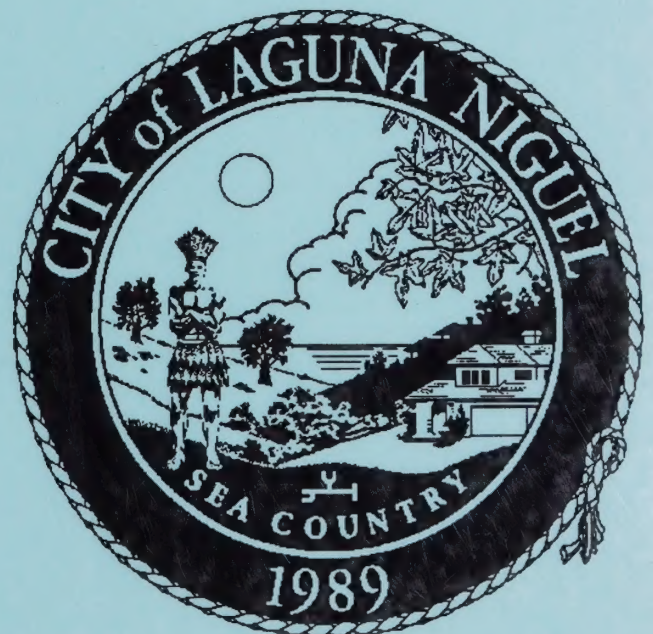




City of Laguna Niguel General Plan



General Plan for the City of Laguna Niguel
Table of Contents

City of Laguna Niguel
GENERAL PLAN

Adopted by the
City Council
on
August 4, 1992

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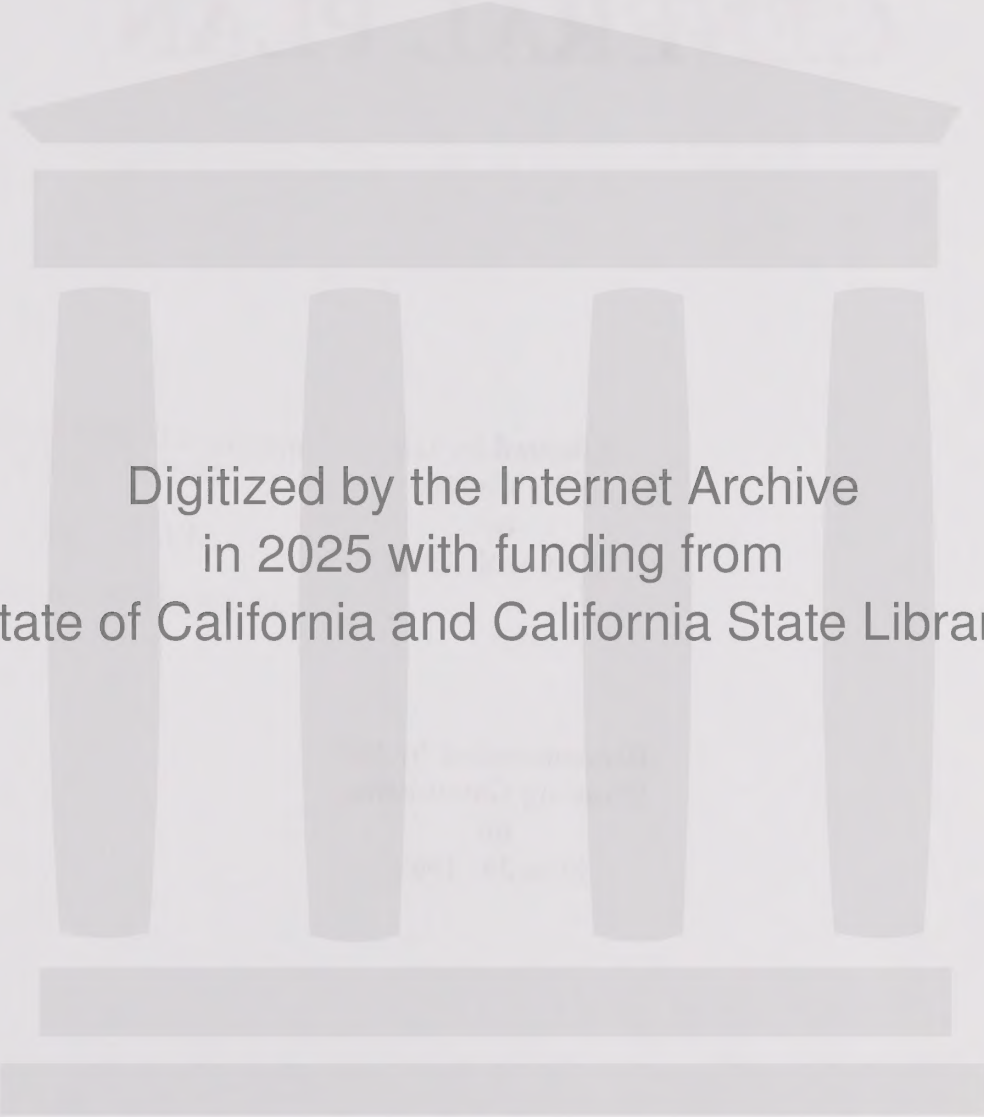
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UNIVERSITY OF CALIFORNIA

Recommended by the
Planning Commission
on
June 30, 1992

Prepared by:

City of Laguna Niguel
Community Development Department
and
The Planning Center



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General Plan for the City of Laguna Niguel
Table of Contents

Section	Page
<i>Chapter One: INTRODUCTION</i>	
I. INTRODUCTION	1
A. Purpose of General Plan	1
B. Using the General Plan	3
C. The Community Involvement Process	4
<i>Chapter Two: LAND USE</i>	
I. INTRODUCTION	1
A. The Planning Framework	1
B. Vision	2
C. Consistency With State Planning Law	3
D. Scope	4
II. RELATED PLANS AND PROGRAMS	5
A. Local Coastal Program	5
B. Planned Communities/Specific Plans	5
C. City of Laguna Niguel Zoning Code	7
D. Orange County 1992 Projections	7
E. Regional/Planning Programs	7
III. LAND USE PLAN	9
A. The Land Use Planning Process	9
B. Land Use Designations	12
C. Land Use Element Map	15
D. Future Land Use Distribution	17
IV. LAND USE GOALS, POLICIES AND ACTIONS	21
V. CITYWIDE AND COMMUNITY PROFILE ANALYSIS	29
A. Community Profile Area 1	32
B. Community Profile Area 2	36
C. Community Profile Area 3	41
D. Community Profile Area 4	46
E. Community Profile Area 5	52
F. Community Profile Area 6	56
G. Community Profile Area 7	60
H. Community Profile Area 8	64
I. Community Profile Area 9	68
J. Community Profile Area 10	72

Table of Contents

(Continued)

Section	Page
K. Community Profile Area 11	76
L. Community Profile Area 12	80
M. Community Profile Area 13	84
N. Community Profile Area 14	87
 Chapter Three: OPEN SPACE/PARKS/CONSERVATION	
I. INTRODUCTION	1
II. CONSISTENCY WITH STATE PLANNING LAW	2
A. Open Space Element	2
B. Parks and Recreation/Trails Element	2
C. Conservation Element	2
III. RELATED PLANS AND PROGRAMS	3
IV. OPEN SPACE COMPONENT	5
A. Open Space	5
V. PARKS AND RECREATION COMPONENT	11
A. Park and Recreation Facility Classifications	11
B. Parks and Recreation Inventory	18
C. Parkland Standards	19
D. Local Park Land Site Criteria	20
E. Parkland Needs Assessment	23
VI. BIKEWAYS, HIKING AND EQUESTRIAN TRAILS	24
A. Hiking/Equestrian Trails Plan	24
B. Bikeways Plan	26
VII. CONSERVATION COMPONENT	30
A. Conservation of Natural and Cultural Resources	30
B. Conservation/Open Space Used for the Managed Production of Resources . . .	37
C. Conservation/Open Space for Public Health and Safety	38
VIII. GOALS, POLICIES AND ACTIONS	39
IX. GROWTH MANAGEMENT	47

Table of Contents

(Continued)

Section	Page
---------	------

Chapter Four: CIRCULATION

I. INTRODUCTION	1
A. Purpose of the Circulation Element	1
B. Related Plans and Programs	2
C. State Law and General Plan Guidelines	2
D. Scope and Content of the Element	4
II. CIRCULATION PLAN	5
A. Components of the Circulation System	5
B. Roadway Facility Designations	6
C. Performance Criteria	8
D. General Plan Circulation System	10
E. Public Transportation Plan	17
F. Bikeway Plan and Pedestrian Circulation	17
G. Rail	29
H. Equestrian Trails	29
I. Air	29
J. Harbor-Port	30
III. GOALS AND POLICIES	31
IV. IMPLEMENTATION PROGRAMS	42

Chapter Five: PUBLIC FACILITIES

I. INTRODUCTION	1
II. CONSISTENCY WITH STATE LAW	2
III. RELATED PLANS AND PROGRAMS	3
A. City Source Reduction and Recycling Element	3
B. City Household Hazardous Waste Element	3
C. Moulton Niguel Water District Sewer Master Plan	3
D. Capistrano Unified School District Master Plan	3
E. Facilities Implementation Plan	4
F. Measure M	4
G. Congestion Management Plan	4

Table of Contents

(Continued)

Section	Page
IV. PUBLIC FACILITIES AND SERVICES	5
A. Water and Sewer Services	5
B. Flood Control	9
C. Solid Waste	11
D. Hazardous Materials and Waste	11
E. Law Enforcement, Fire and Emergency Medical Services	11
F. Community, Civic, Educational and Cultural Facilities	12
G. Public Facilities	15
H. South County Regional Transportation Center	15
V. GOALS, POLICIES AND ACTIONS	17
VI. GROWTH MANAGEMENT COMPONENT	22
CATEGORY ONE - DIRECT CITY RESPONSIBILITY	23
A. Police/Sheriff	23
B. Flood Control/Drainage (Local)	24
C. Solid Waste	24
CATEGORY TWO - OTHER JURISDICTIONAL RESPONSIBILITY	25
A. Fire Protection	25
B. Paramedic Emergency Services	27
C. Library	27
D. Water Supply	28
E. Sanitary Sewer Facilities	29
F. Schools	30

Chapter Six: NOISE

I. INTRODUCTION	1
II. CONSISTENCY WITH STATE PLANNING LAW	2
III. RELATED PLANS AND PROGRAMS	3
IV. LAND USE COMPATIBILITY	4
A. Noise Insulation Standards	4
B. Community Noise	6
V. EXISTING NOISE ENVIRONMENT	7
A. Ambient Noise Measurements	7

General Plan for the City of Laguna Niguel
Table of Contents
(Continued)

Section	Page
B. Significant Noise Sources	9
VI. SENSITIVE RECEPTORS	16
VII. FUTURE NOISE ENVIRONMENT	18
A. Major Roadways	18
B. Moulton Parkway/Street of the Golden Lantern	21
C. San Joaquin Hills Transportation Corridor	21
D. Airport and Aircraft	24
E. Railroad and Trains	24
VIII. GOALS, POLICIES AND ACTIONS	25
APPENDIX GLOSSARY OF TERMS	

Chapter Seven: SEISMIC/PUBLIC SAFETY

I. INTRODUCTION	1
II. CONSISTENCY WITH STATE LAW	2
III. RELATED PLANS AND PROGRAMS	3
A. California Division of Mines and Geology	3
B. Orange County Hazardous Waste Management Plan	3
C. City Household Hazardous Waste Element	3
IV. ENVIRONMENTAL SETTING	5
A. Geologic/Seismic	5
B. Flooding	9
C. Hazardous Materials and Waste	9
1. Sites Containing Hazardous Waste	9
2. Hazardous Waste Generators	12
3. Transportation Routes	12
D. Wildland Fire	14
E. Urban Fire	14
F. Nuclear Hazards from San Onofre Nuclear Generating Station	15
V. THE PUBLIC SAFETY PLAN	17
A. Fire and Law Enforcement	17
B. Nuclear Emergency Response Agencies	17
C. Seismic and Geologic Management	17

Table of Contents

(Continued)

Section	Page
D. Emergency Preparedness Plan	18
VI. GOALS, POLICIES AND ACTIONS	19

Chapter Eight: HOUSING

I. INTRODUCTION	1
A. Purpose	1
B. Citizen Participation	1
C. Housing Element Organization	2
D. General Plan Consistency	3
II. COMMUNITY ANALYSIS	4
A. Population Trends	4
B. Housing Unit and Population Projections	5
C. Employment Trends	5
D. Household Characteristics	6
1. Average Size	6
2. Income	6
3. Housing Affordability	8
4. Overcrowding	11
E. Special Needs Groups	11
1. Elderly	11
2. Handicapped	12
3. Female Heads of Household	13
4. Large Households	13
5. Homeless	14
6. Farmworkers	16
F. Housing Characteristics	16
1. Housing Stock	16
2. Tenure	17
3. Vacancy Rate	18
4. Housing Costs	19
5. Rental Prices	20
6. Housing Condition	22
7. Density	22
G. Inventory of Affordable Units and Housing Programs	23
1. County of Orange Housing Programs	23
2. Coastal Zone	31
3. Mortgage Revenue Bond Financing	31
4. HUD Section 8 Housing Program	33

Table of Contents

(Continued)

Section	Page
5. Affordable Housing Incentive Ordinance	33
6. Senior Citizen Incentive Use Permit Ordinance	34
7. Section 202 Elderly or Handicapped Housing	34
8. Granny Flats	34
9. Community Development Block Grant Funds	34
10. Housing Trust Fund	35
11. Homesharing	36
12. Reverse Mortgage Program	36
13. Equity Sharing	36
14. Condominium Conversion	37
15. HOME Program	37
H. Inventory of Land Suitable for Residential Development	37
1. Vacant Land	37
I. Opportunities for Energy Conservation	38
J. Housing Needs	39
1. Future Housing Need	39
2. Units Eligible for Conversion	40
K. Governmental Constraints	43
1. Land Use Controls	43
2. Subdivision Ordinance	47
3. Building Codes	47
4. Processing Procedures	48
5. Fees	50
L. Non-Governmental Constraints	52
1. Land Prices	52
2. Vacancy Rate	52
3. Construction Costs	52
4. Financing Costs	53
5. Developers' Perception of Marketability	53
6. Fiscal Solvency	54
III. HOUSING GOALS, POLICIES AND QUANTIFIED OBJECTIVES	55
A. Housing Goals and Policies	55
B. Quantified Objectives	56
C. Performance Relative To Regional Housing Needs Assessment	62
IV. HOUSING PROGRAMS :	64
A. Program 1: Provision of Adequate Sites	64
B. Program 2: Sites for the Homeless and Emergency Shelters	64
C. Program 3: Affordable Housing Development	65
D. Program 4: Removal of Governmental Constraints	66
E. Program 5: Conserve and Improve Existing Housing	67

General Plan for the City of Laguna Niguel

Table of Contents

(Continued)

Section	Page
F. Program 6: Promote Housing Opportunity	68
G. Program 7: Housing Element Monitoring and Reporting	68

**APPENDIX SITE BY SITE ANALYSIS OF LAND SUITABLE FOR FUTURE
RESIDENTIAL DEVELOPMENT**

Chapter Nine: GROWTH MANAGEMENT

I. INTRODUCTION	1
A. Purpose	1
B. Key Definitions	1
C. Consistency with Applicable Laws	5
D. Growth Management Approach	6
II. GOALS AND POLICIES	7
III. IMPLEMENTATION PROGRAMS	11

Chapter Ten: COMMUNITY SERVICE STANDARDS

I. INTRODUCTION	1
II. CONSISTENCY WITH STATE LAW	2
III. COMMUNITY SERVICE STANDARDS	3
A. Fire Protection	3
B. Paramedic Emergency Services	4
C. Police/Sheriff	5
D. Flood Control/Drainage (Local)	6
E. Solid Waste	7
F. Community Purpose Facilities	8
G. Park Facilities	8
H. Open Space	9
I. Library	9
J. Water Supply	10
K. Sanitary Sewer Facilities	11
L. Schools	12

General Plan for the City of Laguna Niguel
List of Figures

Figure	Page
--------	------

Chapter One: INTRODUCTION

INT-1	Regional Location Map	2
-------	---------------------------------	---

Chapter Two: LAND USE

LU-1	Planned Communities Boundary Map	6
LU-2	Opportunity Areas	10
LU-3	Land Use Element Map	13
LU-4	Distribution of Land Uses	20
LU-5	Community Profile Areas	31
LU-6	Community Profile Area 1	33
LU-7	Community Profile Area 2	37
LU-8	Community Profile Area 3	42
LU-9	Community Profile Area 4	47
LU-10	Community Profile Area 5	53
LU-11	Community Profile Area 6	57
LU-12	Community Profile Area 7	61
LU-13	Community Profile Area 8	65
LU-14	Community Profile Area 9	69
LU-15	Community Profile Area 10	73
LU-16	Community Profile Area 11	77
LU-17	Community Profile Area 12	81
LU-18	Community Profile Area 13	85
LU-19	Community Profile Area 14	88

Chapter Three: OPEN SPACE/PARKS/CONSERVATION

OS-1	Regional Open Space Map	6
OS-2	Open Space/Parks & Recreation Map	8
OS-3	Scenic Highways Map	9
OS-4	Park and Recreation Facilities	12
OS-5	Hiking and Equestrian Plan	25
OS-6	Bikeways Plan	28
OS-7	Plant Communities	34

List of Figures

(Continued)

Figure	Page
--------	------

Chapter Four: CIRCULATION

C-1 Typical Cross-Sections	7
C-2 Master Plan of Arterial Highways	12
C-3 Lane Recommendations (North Section)	19
C-4 Lane Recommendations (South Section)	20
C-5 Circulation System	21
C-6 Existing Public Bus Routes	22
C-7 Bikeway Plan	25
C-8 Sidewalk Plan	28

Chapter Five: PUBLIC FACILITIES

PF-1 Water Facilities Map	6
PF-2 Wastewater Facilities Map	8
PF-3 Reclaimed Water Distribution System	10
PF-4 Public Services	13
PF-5 Electrical Services Map	16

Chapter Six: NOISE

N-1 Land Use Compatibility For Community Noise Exposure	5
N-2 Existing Roadway CNEL Contours	11
N-3 Flight Tracks	13
N-4 MCAS El Toro Noise Contours	14
N-5 Sensitive Noise Receptors	17
N-6 Future Roadway CNEL Contours	19
N-7 San Joaquin Corridor Noise Measurement Locations and Recommended Mitigation	23

Chapter Seven: SEISMIC/PUBLIC SAFETY

SA-1 Regional Faults Map	6
SA-2 Potential Landslide Areas Map	10
SA-3 Flood Plain Map	11
SA-4 Regional Hazardous Materials Transportation Routes	13
SA-5 EPZ and PEZ for San Onofre Nuclear Generating Station	16

General Plan for the City of Laguna Niguel
List of Tables

Table		Page
 <i>Chapter Two: LAND USE</i>		
LU-1	Typical Land Uses	16
LU-2	Future Additional Development Potential	18
LU-3	Total Land Use Distribution Permitted	19
 <i>Chapter Three: OPEN SPACE/PARKS/CONSERVATION</i>		
OS-1	Inventory of Parks and Recreation Facilities	13
OS-2	Park Land Summary	22
OS-3	Sensitive Plant Species and Communities in the Project Region	32
OS-4	Sensitive Animal Species in the Project Region	33
 <i>Chapter Four: CIRCULATION</i>		
C-1	Circulation System Performance Criteria	9
C-1A	ADT Level of Service Volumes by Facility Types	9
C-1B	Peak Hour Level of Service	9
C-2	Peak Hour Level of Service Descriptions	10
C-3	Required Intersection Improvements for General Plan Build-out	13
C-4	Traffic Signal Master Plan	15
C-5	Required Midblock Street Improvements for General Plan Build-Out	16
C-6	Sidewalk Plan	29
 <i>Chapter Five: PUBLIC FACILITIES</i>		
PF-1	Current Wastewater Treatment Flows	7
PF-2	Existing, Future and Proposed School Facilities/Sites	14
PF-3	Library Facilities Assessment	14
 <i>Chapter Six: NOISE</i>		
N-1	Ambient Noise Levels	8
N-2	24-Hour Noise Measurements	9
N-3	Existing CNEL Range at 100 Feet from Centerline	10
N-4	Projected MCAS El Toro Annual Jet Operations by Aircraft Type	12
N-5	Railroad Operational Data	15
N-6	Train Noise Contours	15
N-7	Future CNEL Range at 100 Feet from Centerline	20
N-8	Projected SUHTC Noise Levels and Recommended Mitigation	22
N-9	Land Use with Noise Standards	25

List of Tables

(Continued)

Table	Page
-------	------

Chapter Seven: SEISMIC/PUBLIC SAFETY

SA-1	The Modified Mercalli Intensity Scale	7
------	---	---

Chapter Eight: HOUSING

H-1	Orange County Population and Housing, 1980 and 1990	4
H-2	Summary of Demographic Characteristics	5
H-3	1990 Estimate of Household Income	7
H-4	Number of Households by Income Group	8
H-5	Estimated Number of Households Paying Over 30% of Income on Housing	9
H-6	Income Group Housing Expenditure	10
H-7	Overcrowded Housing	11
H-8	Persons Reporting a Public Transportation Disability	13
H-9	Large Households	14
H-10	Number of Bedrooms in Occupied Dwelling Units	14
H-11	Facilities Serving the Homeless in Orange County	16
H-12	Composition of Housing Stock 1992	17
H-13	Housing Stock Distribution 1992	17
H-14	Housing Units by Tenure	18
H-15	Housing Unit Vacancy Status	18
H-16	Summary of Housing Costs	19
H-17	Average Sales Price	20
H-18	Housing Price Ranges: New Units	20
H-19	Rental Prices	20
H-20	Market Rate Affordability of Rental Units	22
H-21	Apartment Project Densities	23
H-22	Housing Affordability Criteria	25
H-23	Affordable Housing Requirements by Planned Community	26
H-24	Projects Satisfying Affordable Housing Requirements	27
H-25	Affordable Units Sold Under Voluntary Housing Program	30
H-26	Multifamily Mortgage Revenue Bonds	32
H-27	Fair Market Rents for Existing Housing: Anaheim-Santa Ana MSA	33
H-28	Future Residential Development Potential by Profile Area	38
H-29	Projected Regional Demand In Laguna Niguel 1992 - 1997	39
H-30	Total New Units Distributed By Income	40
H-31	Assisted and Inclusionary Units Eligible for Conversion	41
H-32	City of Laguna Niguel Residential Development Standards	46
H-33	Development Processing Time Limits	48
H-34	Development Fee Schedule	51

General Plan for the City of Laguna Niguel

List of Tables

(Continued)

Table		Page
H-35	Monthly Mortgage Payments at Varying Interest Rates	53
H-36	Quantified Objectives 1992-1997	57
H-37	New Housing Units By Income Category	59
H-38	Conservation of Housing By Income Category	61
H-39	Projected Regional Need in Laguna Niguel	62
H-40	Regional Need Distributed by Income	62
H-41	City's Quantified Objectives	62
H-42	Housing Plan Summary	69

Chapter One
INTRODUCTION

General Plan for the City of Laguna Niguel
Chapter 1 - Introduction

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Purpose of General Plan	1
B. Using the General Plan	3
C. The Community Involvement Process	4

List of Figures

<u>Figure</u>	<u>Page</u>
I-1 Regional Location Map	2

INTRODUCTION

I. INTRODUCTION

The City of Laguna Niguel was incorporated on December 1, 1989. Although the formal incorporation of the City was a recent event, the community has developed a distinct heritage as being one of the first major planned communities in Southern California.

Laguna Niguel is a suburban community situated in the coastal oriented portion of South Orange County. Figure INT-1 shows the City of Laguna Niguel within its regional context. The preservation and enhancement of the "Sea Country" atmosphere (an early characterization of the development) has been a primary goal for the community. Its physical landscape includes extensive open space areas that provide an outstanding and attractive visual image and character. The community predominantly consists of detached single family homes, although attractively designed attached single-family and multiple family developments have occurred as well. Both residential and commercial land uses have typically been developed at lower, suburban intensity ranges. A variety of features, such as parks, trails, landscaped highway medians and slopes personify the City's suburban image.

Substantial pressures to accommodate future growth are being experienced by the City and nearby unincorporated areas. Large undeveloped parcels of land in the northern portion of the City are expected to develop in the near future in accordance with plans that were approved by Orange County prior to the incorporation of Laguna Niguel.

The City of Laguna Niguel was incorporated because its residents want to have a greater voice in guiding the future of the community. Since Laguna Niguel was developed as a combination of Planned Communities, each area has maintained its own identity. The incorporation of the City and the formulation of the General Plan for the City are key opportunities to bring the City together. With its identity thus consolidated, the City can provide the leadership for active participation in southern Orange County regional planning issues.

The General Plan provides an opportunity to establish a source of information and a policy framework for managing future growth and development and for establishing a new system of land use administration tailored to the needs of the City. It is important to focus on key community priorities to fully understand the long term consequences and benefits of the city's land use decisions. These priorities provide the framework for the plan.

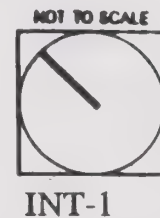
A. Purpose of General Plan

California law requires each City and County to adopt a comprehensive long term general plan for its physical development. A City's General Plan is its blueprint for the future and, through appropriate goals, policies and programs, it serves as a decision making tool to guide future growth and development.

REGIONAL LOCATION MAP



The City of
LAGUNA NIGUEL
General Plan



The General Plan represents an opportunity for a community to formulate a "vision" of what its residents would like to see in the future. This visioning process extends beyond the basic statutory requirements to adopt a General Plan. The Plan must offer innovative and creative solutions for the future that are consistent with the fundamental goal of preserving and protecting the positive and enjoyable aspects of Laguna Niguel. In addition, the Plan must offer preferred solutions for alleviating identified problems facing the City.

According to California law the General Plan must contain seven elements or "chapters" covering topics of major concern: 1) land use, 2) housing, 3) circulation, 4) noise, 5) public safety, 6) conservation, and 7) open space. Additional elements may be included if desired. In Laguna Niguel, a Public Facilities Element a Growth Management Element, and a Community Service Standards Element are included. Additionally, an economic analysis and fiscal study are included in the Technical Appendices (Volume III) to demonstrate the Plan's workability.

B. Using the General Plan

Scope

The General Plan is a working document to help guide development decisions in the City. The General Plan includes text, diagrams, tables, and charts to describe the existing conditions, trends, and future planning policies.

The General Plan Program included preparation of a Master Environment Assessment (MEA) and a program level Environmental Impact Report (EIR). The MEA provides a detailed analysis of environmental conditions within the planning area, as well as background data for the preparation of the General Plan and the EIR. The MEA provides a source of information for future EIRs for specific projects in the City. The General Plan EIR provides an analysis of the potential impacts of implementing the policies and programs in the Plan. The difference between the MEA and EIR is that the EIR focuses upon the specific impacts of the General Plan policies, rather than the pre-General Plan environmental conditions.

Background Technical Reports were prepared relating to Economics, Fiscal Analysis and Traffic Analysis in order to assist in evaluating consistency of projects with the General Plan.

Each Element contains a statement of Goals, Policies and Actions. The Goals and Policies are based upon the needs of the community as developed at the many meetings with citizens and work sessions with the Planning Commission, Parks and Recreation Commission, Traffic Commission, Ad Hoc Growth Management Task Force, City Council and the Technical Advisory Committee. The Goals and Policies are accompanied by a brief discussion of the intent of each goal in order to aid its interpretation.

For the purposes of the General Plan the Goals and Policies are defined as follows:

Goal: A Goal is a broad vision of the what the community wants to be in the future. It is a statement of a desired condition that the City wants to achieve. For example a Goal for the development of a retail commercial area might be: *Convenient and Accessible Off-Street Parking.*

Policy: A policy represents a direction or general course of action that is intended to achieve the overall goal. A policy may relate to one or more goals. When adopted, a policy serves as a guide to decision makers in reviewing development proposals or adopting new regulations. For example a policy to address the above goal is: *Encourage the location of joint use or common parking facilities, at appropriate locations in the commercial area.*

Action: An action is the specific method by which a policy is implemented. An action requires definite commitment to a particular work effort, budget determination, or expenditure of resources. An action statement to achieve the above policy could be: *Establish a Parking District to acquire, develop and manage offstreet parking facilities.*

The policies and actions provide a basis for the Implementation Program for the General Plan. The Implementation Program, which can be considered separately from the General Plan, becomes an action plan for carrying out the policies and recommendations of the General Plan. The Implementation Plan identifies the actions, responsible departments or agencies, estimated timing, and funding resources available to accomplish the task.

It is intended that the City update this Program on an annual basis, evaluate implementation progress and coordinate the actions with the annual budget and capital improvement program. The Implementation Program also provides the basis for the mitigation monitoring program required by the California Environmental Quality Act in conjunction with the General Plan.

C. The Community Involvement Process

The planning process for the City of Laguna Niguel represents a major commitment on the part of the City leaders to actively involve residents of the community in the formulation of the General Plan and its related Environmental Analysis. The process was organized to analyze the issues of the community at a regional, citywide and neighborhood or local area basis. Fourteen Community Profile areas were delineated to approximate neighborhood or planning area boundaries. Community outreach meetings were held within the profile areas to provide opportunities for the residents of the areas to voice their concerns and help identity the issues and proposals to be addressed in the plan. These meetings were held early in the process to identify issues, midway in the process to review alternative land use and circulation alternatives, and then, again, prior to the initiation of the formal public hearings on the Draft General Plan/EIR. A total of 18 neighborhood meetings were held. In addition, meetings were held with property owners within key commercial

development opportunity areas, including the Town Center Area, Camino Capistrano/Cabot Road Business Area, and the County Village/Narland Business Center Area.

The process included publicly noticed joint workshops between the Planning Commission and City Council, as well as scoping sessions for the EIR with the Environmental Review Board.

In addition, meetings were held with the council-appointed Ad-hoc Growth Management Task Force, the Traffic Commission, and the Parks and Recreation Commission.

A Technical Advisory Committee comprised of representatives of the City departments, the Moulton Niguel Water District, the Sheriff's Department and Fire District also contributed to the process.

The process involved responses to public inquiries and comments prior to and during the Public Hearings before the Planning Commission and City Council.

Chapter Two
LAND USE

General Plan for the City of Laguna Niguel

Chapter 2 - Land Use

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. The Planning Framework	1
B. Vision	2
C. Consistency With State Planning Law	3
D. Scope	4
II. RELATED PLANS AND PROGRAMS	5
A. Local Coastal Program	5
B. Planned Communities/Specific Plans	5
C. City of Laguna Niguel Zoning Code	7
D. Orange County 1992 Projections	7
E. Regional/Planning Programs	7
III. LAND USE PLAN	9
A. The Land Use Planning Process	9
B. Land Use Designations	12
C. Land Use Element Map	15
D. Future Land Use Distribution	17
IV. LAND USE GOALS, POLICIES AND ACTIONS	21
V. CITYWIDE AND COMMUNITY PROFILE ANALYSIS	29
A. Community Profile Area 1	32
B. Community Profile Area 2	36
C. Community Profile Area 3	41
D. Community Profile Area 4	46
E. Community Profile Area 5	52
F. Community Profile Area 6	56
G. Community Profile Area 7	60
H. Community Profile Area 8	64
I. Community Profile Area 9	68
J. Community Profile Area 10	72
K. Community Profile Area 11	76
L. Community Profile Area 12	80
M. Community Profile Area 13	84
N. Community Profile Area 14	87

General Plan for the City of Laguna Niguel
Chapter 2 - Land Use

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
LU-1 Planned Communities Boundary Map	6
LU-2 Opportunity Areas	10
LU-3 Land Use Element Map	13
LU-4 Distribution of Land Uses	20
LU-5 Community Profile Areas	31
LU-6 Community Profile Area 1	33
LU-7 Community Profile Area 2	37
LU-8 Community Profile Area 3	42
LU-9 Community Profile Area 4	47
LU-10 Community Profile Area 5	53
LU-11 Community Profile Area 6	57
LU-12 Community Profile Area 7	61
LU-13 Community Profile Area 8	65
LU-14 Community Profile Area 9	69
LU-15 Community Profile Area 10	73
LU-16 Community Profile Area 11	77
LU-17 Community Profile Area 12	81
LU-18 Community Profile Area 13	85
LU-19 Community Profile Area 14	88

List of Tables

<u>Table</u>	<u>Page</u>
LU-1 Typical Land Uses	16
LU-2 Future Additional Development Potential	18
LU-3 Total Land Use Distribution Permitted	19

LAND USE

I. INTRODUCTION

The Land Use Element establishes goals, policies and actions that give direction to land use development in Laguna Niguel. It is through the realization of the goals, policies and corresponding implementation actions that the future land use pattern of Laguna Niguel will continue to be shaped. In addition, the goals and policies in the Land Use Element will affect numerous issues in the other General Plan Elements, including those concerned with housing, open space and conservation, public facilities, growth management, public safety and noise.

The Land Use Element promotes the achievement of goals by establishing clearly defined policies that guide future land uses in the City. The Element describes these land use policies through the use of narrative text, tables and maps. The most important of these maps is the Land Use Element Map. This Map delineates the location of future land uses in the City as a framework for future land use planning and decision making in the City.

A. The Planning Framework

An essential part of the formulation of a General Plan for a community is to clearly understand the unique character of the community. What are the elements that make a community a desirable place to live? What attracted the residents of Laguna Niguel to live here? Those factors which have contributed most significantly to the shaping of Laguna Niguel and serve as the basis for the Land Use Element include the land use patterns, the open space system, and the circulation system.

1. Land Use Pattern

Laguna Niguel is predominately a detached single family residential community, although opportunities for attached single family and multiple family housing exist throughout the City. The City does not have a dominant "Downtown" area. Its retail needs are served by several commercial areas such as the Town Center, Plaza de la Paz, Ocean Ranch and the Rancho Niguel Center. In addition, there are several other distinct commercial "opportunity areas" such as the Country Village Area and the Camino Capistrano Area in the northwestern portion of the City, and near the I-5 Freeway, respectively.

There is no regional shopping center in Laguna Niguel. There are, however, regional centers located in the nearby Cities of Laguna Hills and Mission Viejo.

The development of additional retail on vacant commercial lands and more efficient use of the lands that have been developed remain important objectives.

It is a high priority to develop the remaining commercial areas with a mixed use character and an emphasis on pedestrian circulation and amenities such as landscaped plazas, walkways, and distinctive street furniture.

2. Open Space Management System

The abundance of open space resources is one of the most outstanding characteristics of the City of Laguna Niguel. Over one third of the total land area within the City is devoted to Open Space and Recreation Areas. If the surrounding area outside the City limits including Aliso and Wood Canyons Regional Park and the Salt Creek Regional Park, Aliso Creek Greenbelt, and other County open space areas are considered, the City has access to over 5,000 acres of open space. The Salt Creek Regional Park provides a continuous open space system and trail connections through the City of Dana Point to the coast. These open space opportunities provide Laguna Niguel residents with a unique living environment.

The General Plan policies stress that the Open Space System should be maintained and enhanced in order to reinforce the exceptional open space character of the City. The Open Space/Parks/Conservation Element articulates the open space and recreational resources of Laguna Niguel.

3. Circulation System

Most of the major circulation system for Laguna Niguel has been established and is now in place. The proposed San Joaquin Hills Transportation Corridor and the extension of Alicia Parkway will complete the basic structure. Some circulation improvements are, however, needed in the Camino Capistrano area.

Future improvements of Moulton Parkway/Golden Lantern corridor, are also anticipated. The General Plan includes consideration of the necessary portions of these projects in determining the impacts of existing and proposed land uses on the circulation system. The expansion and development of non-vehicular modes of circulation including the potential for a commuter rail station, completion of sidewalks on arterials, a system of bicycle trails, and on-street bicycle facilities for the community are also important aspects of the City's future circulation system.

B. Vision

The General Plan expresses a vision of the future of the City of Laguna Niguel and prescribes techniques to manage growth and development so that the Vision can be achieved. The Vision embodies an active approach to shaping the dynamics of change.

The challenge of the General Plan is to establish clear and sustainable direction. General Plans can fail in this respect because of their singularly physical orientation, complexity and detachment from the real process of decision making once the surge of effort to prepare and adopt them has been expended. This vision statement is intended to document the rationale for the new City's General Plan in order to facilitate its implementation.

Given this planning context, a statement of the most important dimensions of community character to be preserved or achieved as development occurs, is essential. That is the Community Vision. The purpose of this Vision Statement is to declare a commitment to a quality of living that substantially exceeds what would otherwise occur. It provides a foundation for the Laguna Niguel General Plan. It will enable future community leaders and citizens to recall and endorse the meaning of the Plan and maintain diligence in carrying out its intent.

1. A Vision of Laguna Niguel

Laguna Niguel's overall vision includes the following goals:

- A high quality suburban community that has excellent schools and extensive park and recreational opportunities.
- An attractive, safe, and comfortable place to live.
- An effective traffic circulation system within the city and convenient access to other areas of the County.
- High levels of public services for its residents.
- A balance of residential and employment opportunities.
- A comprehensive system of open spaces linked by hiking, equestrian and bicycle trails.

C. Consistency With State Planning Law

Government Code Section 65302(a) states that the General Plan shall include "...a Land Use Element which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The Land Use Element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

D. Scope

The Land Use Element consists of five sections. Section II provides a discussion of different plans and programs that are related to the management of land uses in the City. Section III presents the Land Use Plan for the City. This section discusses the land use planning process. It also provides a discussion of the General Plan land use designations. Section IV presents the goals, policies and implementation actions that will guide land use decisions in the City. Section V provides a Citywide, Profile Area and Sub profile Area analysis of the City. This analysis includes land use statistical summaries of each of the Profile Areas and specifies land use intensity.

II. RELATED PLANS AND PROGRAMS

A. Local Coastal Program

Laguna Niguel's Local Coastal Program (LCP) is comprised of two Orange County adopted Local Coastal Programs, the South Laguna Specific Plan and the Aliso Creek Specific Plan. Presently, Laguna Niguel's corporate boundaries include portions of these two specific plans. Additionally, the Aliso Creek Specific Plan incorporates by reference policies from the Country Village Planned Community and the Laguna Niguel Planned Community for the portions of these two planned communities that are located within the coastal zone. Figure LU-1 depicts the Coastal Zone boundary within the City.

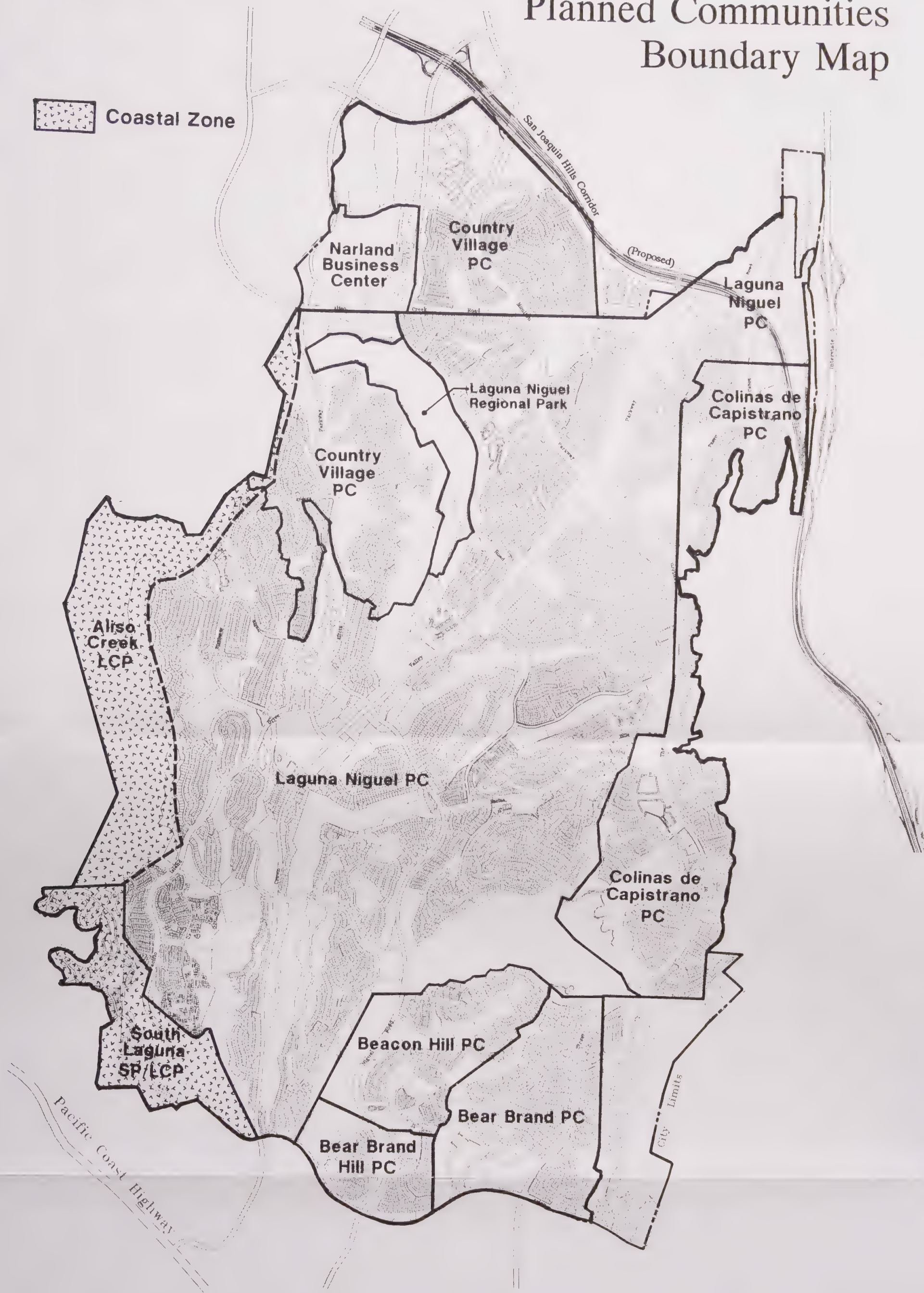
After incorporation, the City requested that the California Coastal Commission certify those applicable portions of the previously certified South Laguna and Aliso Creek Specific Plans/Local Coastal Programs, as a single City Local Coastal Program. No changes to the policies, land use designations, implementation actions or maps of the previously certified LCP's occurred. On November 14, 1990, the California Coastal Commission certified the Laguna Niguel Local Coastal Program.

The Local Coastal Program includes required components and issue areas which relate to the subjects of several different General Plan Elements; therefore, components of the LCP are distributed among various elements of the General Plan and are individually discussed within the applicable plan element.

B. Planned Communities/Specific Plans

The City of Laguna Niguel is largely comprised of several master Planned Communities (PC) and Specific Plan areas that were approved by the County of Orange over the last twenty years, prior to the City's incorporation in December of 1989. These Planned Communities are the Laguna Niguel PC, Country Village PC, Colinas de Capistrano PC, South Laguna Specific Plan, Beacon Hill PC, Bear Brand Hill PC, Bear Brand PC, and the Narland Business Center PC. Each of the Planned Communities is implemented through Feature Plans, Area Plans and Site Plan approvals. Each of these plans contain specific land uses, site development standards, and plans for circulation and infrastructure systems. The Planned Community development plans and programs provided policy guidance and regulatory control over development in Laguna Niguel before incorporation, as well as during the preparation of the General Plan. Figure LU-1 shows the planned community/specific plan boundaries.

Planned Communities Boundary Map



C. City of Laguna Niguel Zoning Code

The City of Laguna Niguel has adopted portions of the County of Orange Zoning Code as an interim means to regulate land uses that are not within a planned community area and to address standards not included in the planned community texts. The City will adopt its own Zoning Ordinance subsequent to the adoption of the General Plan. The City Zoning Map will be consistent with the City's General Plan and Land Use Policy Map. Together, the Zoning Ordinance and the Zoning Map will identify specific types of land use, intensity of use and development standards applicable to specific areas and parcels of land within the City.

D. Orange County 1992 Projections

In 1979 the Orange County Board of Supervisors placed the responsibility for the development and dissemination of demographic projections with the County Administrative Office. Since the Board's action, there have been five iterations of a countywide forecast; Orange County Preferred (OCP)-88 is the most recent update of the series. The 1990 Census, new legal mandates and changing socioeconomic conditions require that another update be prepared. The County is currently in process of updating the countywide 1992 Projections.

The County's planning efforts, as well as recently enacted congestion management, air quality management, integrated waste management and growth management requirements and a wide array of on-going local and regional planning efforts have placed added importance on the need for accurate and consistent data projections to be utilized by all agencies.

The County has proposed a process to update the 1992 Projections that emphasizes the need to intensify the level of input from cities in all aspects of data development. The data generated from the City will have to be approved by city managers and/or City Councils prior to consideration by the County Board of Supervisors. This mandated approval reflects an increased level of commitment and will ensure consistency in the use of demographic projections at the regional and sub-regional levels.

E. Regional/Planning Programs

The Southern California Association of Governments (SCAG) is the agency responsible for developing and adopting regional growth forecasts for Ventura, Los Angeles, San Bernardino, Orange, Riverside, and Imperial Counties. These forecasts are revised every two to four years, and include input from county and city governments. The most recent revision is the SCAG-87 Modified Forecast Policy. Because SCAG deals primarily with regional issues, its growth projections are divided by counties, which are further divided into Regional Statistical Areas (RSAs). Orange County is divided into 10 RSAs (A through J). Laguna Niguel is in RSA D.

The adopted growth forecast policies become the basis for SCAG's functional plans (transportation, housing, air quality and growth management) for the region. The population totals and growth distribution are used in planning the future capacity of highways and transit systems, quantity and location of housing, water supply systems, and siting and sizing of sewage treatment systems.

III. LAND USE PLAN

A. The Land Use Planning Process

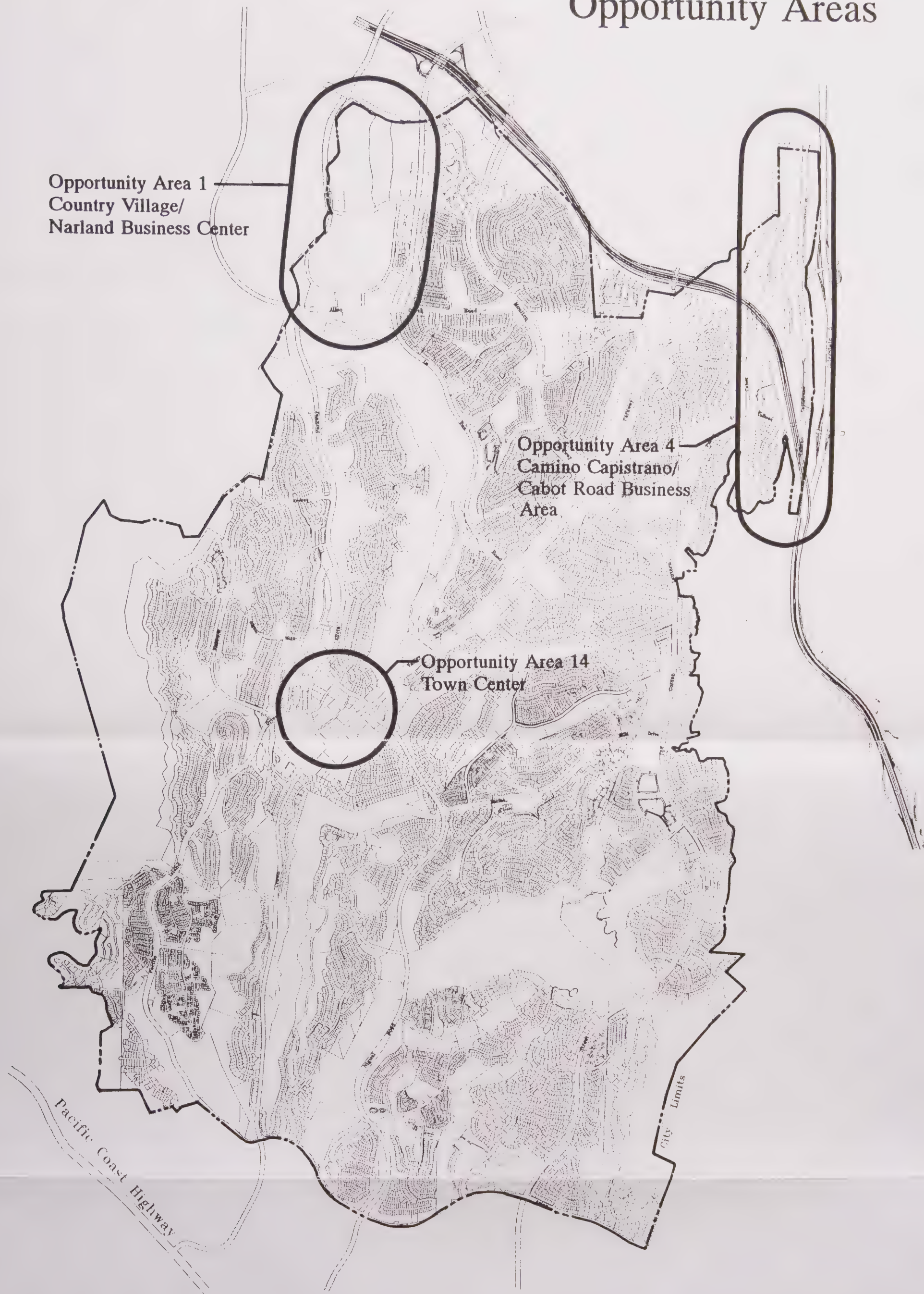
The planning process involved the early development of a vision statement that captured the desired character of the community. This led to an assessment of development choices available to the City, given its extent of development and the inclusion of most of the remaining residential development areas in development agreements inherited from the County of Orange. Three areas within Laguna Niguel were identified to have development potential to implement the goals of the City. These areas were identified as "opportunity areas," meaning areas within which further development or intensification were either imminent or desirable and which could benefit from focused policy direction in the General Plan.

The General Plan alternative land use process focused primarily on a series of land use alternatives for the three opportunity areas: Country Village/Narland Business Center, Camino Capistrano/Cabot Road Business Area and the Town Center Area. Figure LU-2 shows the three opportunity areas. Each one offers special economic and community development opportunities. The alternatives for each opportunity area were formulated in response to the values and goals established in the City's Vision Statement, through input from City officials and advisory commissions/committees and from public comments at numerous community forums.

The alternative analysis examined opportunities that were available through the development of vacant land and/or through the intensification of existing uses. Both alternative land uses and different development intensities were proposed for each opportunity area. An analysis of the market potentials for retail and service commercial; office; business park; industrial and visitor serving uses was conducted in order to calibrate approximate acreage limits considered practicable in light of competing economic development in South Orange County. The types of alternatives ranged from high intensity industrial and business park, to high intensity commercial-retail, and to mixed use-business, retail and multifamily residential development. The land use acreage and development potentials proposed for each alternative served as the basis for fiscal, traffic, and infrastructure demand analysis and environmental documentation. This information provided the criteria for selecting the preferred land use concept for the City.

Based on the input and recommendations from the City Council, Planning Commission, other advisory committees, City Staff and the consulting team, a preferred land use concept was defined. The preferred Land Use Plan essentially retains most of the existing land use patterns that were established in the City prior to incorporation. It also establishes a land use policy direction for future growth within three opportunity areas. The following are brief descriptions of each of the three opportunity areas.

Opportunity Areas



Country Village/Narland Business Center

The Country Village/Narland Business Center area will continue to be the largest business and commercial and retail center in the City. The opportunity area is designated for Community Commercial, Professional Office, Industrial/Business Park and Public/Institutional uses. The Country Village Planning Area A-1 parcel is designated Community Commercial and Professional Office. It is anticipated that 1,272,900 square feet of Community Commercial and Professional Office uses could be developed. The plan encourages the development of plazas and other pedestrian gathering areas. The General Plan also projects a 300,000 square foot expansion on the Chet Holifield Property. The plan also reflects the expansion of the Birtcher Business Center and the Aliso Village Center. It is projected that an additional 2,233,410 square feet of Community Commercial and Professional Office uses can be developed within the opportunity area.

Camino Capistrano/Cabot Road Business Area

The Camino Capistrano/Cabot Road Business Area has been designated for Community Commercial, Professional Office, Industrial/Business Park and Public/Institutional uses. The proposed land use designations reflect the area's current trend toward commercial development. A vacant parcel adjacent to the City's southeastern boundary and the southern segments of Cabot Road and Camino Capistrano are designated Community Commercial. The remaining land uses in the area have been designated for Community Commercial, Professional Office and Industrial/Business Park uses. It is projected that over 500,000 square feet of additional commercial and Public/Institutional uses could be developed within the Camino Capistrano/Cabot Road Business Area.

The Interstate 5 (I-5) is located along the eastern boundary of the Profile Area. Presently, I-5 is the only regional transportation facility providing access between northern and southern Orange County. A significant amount of traffic congestion is experienced along the south County segment of I-5. In an effort to alleviate some of this congestion, Cal Trans is proposing to increase the carrying capacity of I-5, by constructing additional lanes. Some additional improvements associated with the construction of the San Joaquin Hills Transportation Corridor (SJHTC) will also occur to I-5. Together these improvements should enhance regional access along I-5.

The southern most link of the SJHTC is planned to extend through the profile area before intersecting with I-5, south of Avery Parkway. An interchange is planned near Greenfield Drive and Crown Valley Parkway. This interchange will be the only access from the SJHTC to the Camino Capistrano/Cabot Road Business Area.

A number of circulation alternatives have been proposed to enhance circulation with the opportunity area. These improvements are the extension of Cabot Road, widening and other improvements to Camino Capistrano including a connection from Camino

Capistrano to Cabot Road, just north of Laguna Niguel in Mission Viejo, and widening of Crown Valley Parkway to eight through lanes from Greenfield to I-5.

A South County Regional Transportation Center similar to the Irvine Multi-Modal Transportation Center is being proposed in Laguna Niguel. The site is located within the Galivan Flood Control Basin. The site is owned by the Orange County Flood Control District (OCFCD). OCFCD is currently proposing the construction of a retention basin on the site.

A 20-acre candidate park site has also been proposed in the Galivan Basin. Though floodplains do not preclude the development of park sites, they do limit the number and types of recreation facilities that can be provided. It is anticipated that the Galivan Basin could accommodate the Transportation Center and the proposed park site.

Town Center

The Town Center is envisioned as a special focal point of the City. Policies have been formulated to enhance the pedestrian circulation and the aesthetic appearance of the center. Additionally, the Land Use Plan suggests the potential reuse of the County Civic Center Area if the County relocates its existing facilities. A 20-acre site could be redeveloped with public uses such as Laguna Niguel City Hall. The Crown Valley Branch Library and Fire Station #5 will remain in the Civic Center area.

B. Land Use Designations

The ten land use designations shown on the Land Use Element Map (Figure LU-3) provide for a broad range of land uses. The designations are intended to be broadly defined to provide for future flexibility and options in site specific land use planning. The government code requires a clear and concise description of the land use categories shown on the Land Use Element Map.

The land use designations describe the various types of planned or future land uses within the City of Laguna Niguel. These designations are classified under general categories of residential, commercial, industrial, open space and community facilities.

These designations are further defined by specific purpose and function. Additionally, they are described in terms of the character and intensity of desired development within each designation.

The number of designations may be expanded or reduced by combining them where appropriate. The categories are identified based upon similar designations in the existing planned communities.

Land Use Categories:

- Residential Detached
- Residential Attached
- Residential Reserve
- Neighborhood Commercial
- Community Commercial
- Professional Office
- Public/Institutional
- Parks and Recreation
- Industrial/Business Park
- Industrial/Business Park; Professional Office; Community Commercial
- Community Commercial; Professional Office
- Community Commercial; Professional Office; Public/Institutional
- Public/Institutional; Professional Office
- Professional Office; Industrial/Business Park
- Open Space
- Water

Land Use Element Map



In certain situations special areas within the land use designations may be described in greater detail or have special characteristic or requirements. The zoning districts to be established in the future must be consistent with the Land Use Categories. Customized zoning districts (such as specific plans) may be needed to provide the needed regulations for such areas.

Residential Detached: The Single Family Detached designation is applied to areas characterized by one single family dwelling constructed on each individual subdivided lot or legal building site.

Residential Attached: The Residential Attached designation is applied to townhomes, apartments, and condominium projects. These areas are characterized by attached dwelling units constructed on individual or common lots.

Residential Reserve: The Residential Reserve designation indicates that an area is reserved for future residential use, however, the character (attached vs. detached) and intensity of the residential use will be determined as a result of discretionary action taken on the specific residential project. A General Plan Amendment shall be processed concurrently with residential projects located within this land use designation. The purpose of the General Plan Amendment is to replace the Residential Reserve designation with a specific land use designation and intensity limitation established as a result of the discretionary action taken on each specific residential project.

Neighborhood Commercial: The Neighborhood Commercial designation is applied to commercial center uses that are intended to provide daily convenience goods and services at the neighborhood scale. A typical neighborhood commercial center will consist of several small retail uses and/or personal service uses. Neighborhood Commercial Centers are generally between one and ten acres. Typical uses are described on Table LU-1.

Community Commercial: The Community Commercial designation is applied to commercial centers with uses intended to serve the entire community. Community Commercial centers are larger planned shopping complexes which provide for a broader range of goods and services, and serve a greater trade area than neighborhood centers. Typical uses with the Community Commercial designation are described on Table LU-1.

Professional Office: The Professional Office designation provides for professional offices, corporate headquarters, research and development, and administrative offices. It is intended to provide for office uses, and supporting limited retail uses.

Industrial/Business Park: The Industrial/Business Park designation provides for the development of a variety of compatible light manufacturing, wholesaling and office uses supportive of a contemporary business center environment. Typical uses permitted under this designation are described on Table LU-1.

Public/Institutional: The Public/Institutional designation includes a wide range of public, quasi-public and special purpose private facilities that are aimed at providing a variety of governmental or social services to the community. Typical land uses in the Public/Institutional designation are indicated in Table LU-1.

Parks and Recreation: Areas designated Parks and Recreation are intended for active recreational uses and activities within open space areas. Such uses include: ballfields and other playing fields; parks; activity and playgrounds; and community and neighborhood recreational facilities. Passive recreational activities may also be included as an ancillary part of the recreation complex. In selected situations, cultural facilities such as theaters, museums or other similar specialized uses with a recreational value may fit with this designation.

Open Space: Areas designated Open Space are primarily intended for passive recreation, or visual enhancement or resource conservation uses. Such uses would include; conservation of a natural resource area, natural hillsides, and landscaped slopes or buffers and trails. Active sports or other organized recreational activities are not encouraged in these areas.

The Open Space Designation includes those areas of the community that are primarily open and unimproved, except for recreational, or other public use, such as bike trails, view areas, benches, pedestrian trails and picnic tables, etc.

Typical Uses Permitted in the Land Use Designations

Table LU-1 describes the typical land uses that may be permitted in the development oriented land use designations. This table is not intended to be all inclusive. Detailed listing of permitted and prohibited land uses will be provided as a part of subsequent zoning regulations that will be prepared by the City following the adoption of the General Plan.

C. Land Use Element Map

The Land Use Element Map for Laguna Niguel summarizes the land use patterns which are now considered to best facilitate achievements of the community vision. The map establishes general locations and relationships of land uses, placed in the context of the circulation system. The land use map is a graphic expression of the land use policy of a city. While this generalized approach allows for some flexibility in interpretation, the Land Use Element Map and the policy language in the Land Use Element are both required to make a judgment on the consistency of public or private development proposals with the General Plan. The Map should be viewed as the framework for future land use decisions, while the policies and implementing actions

**Table LU-1
Typical Land Uses**

Land Uses	Single Family Detached	Residential Attached	Neighborhood Commercial	Community Commercial	Professional Office	Industry/ Business Park	Public/ Instit.
RESIDENTIAL USES							
Residential Detached	■						
Attached Townhouses		■					
Attached Apartments		■					
Attached Condominiums		■					
NON-RESIDENTIAL USES							
Retail Businesses			■	■			
Professional Offices					■		
Restaurants			■	■			
Personnel Services			■	■			
Discount/Home Improvements				■		■	
Major Department Stores				■			
Appliance Stores				■			
Gas Stations				■		■	
Convenience Stores			■	■			
Food Markets				■			
Auto Repair						■	
Auto Sales						■	
Corporate Offices					■	■	
Research & Development						■	
Light Manufacturing						■	
Warehousing/Distribution						■	
Governmental Offices							■
Schools							■
Cultural Centers							■
Museums/Galleries							■
Libraries							■
Public Utilities							■
Hospitals							■
Wholesale Commercial						■	
Hotel/Motel				■	■	■	

provide guidance on how particular land uses should be interpreted, tailored and applied as development decisions are required. A number of implementation measures and tools such as the zoning and subdivision ordinances, building codes and capital improvement programs will be used to realize the goals and policies established in this Element. It is important to recognize that planning is a dynamic process. If and when community goals change, it may become necessary to amend the land use plan and map to further the community's interest.

The Land Use Element Map is more than a representation of the policies established through this General Plan. It also defines the interrelationship of land uses that will contribute to accomplishing many of the social, economic, and environmental goals of the General Plan. By careful adherence to the patterns established, a viable community with a quality living environment and a desirable physical character will be sustained. The realization of the plan will depend on the creation of well-conceived and comprehensive implementation tools and the continuing support and vision of the community's decision-makers. This latter point is critical because a key part of the City's planning and development program is the establishment of its own land use regulations and related tools which will allow for a more straight forward and understandable land use administration than would a continuation of the complicated system used under previous County jurisdiction.

D. Future Land Use Distribution

A site by site analysis was conducted to determine the amount of additional development that is available in the City. This information was calibrated to determine future economic and traffic conditions in Laguna Niguel. Table LU-2 indicates the additional amount (number of residential units and amount of commercial square footage) and types of land uses that are allowed in each profile area. Table LU-3 indicates the total land use distribution permitted under the Land Use Element Map. Figure LU-4 is a pie chart showing the Land Use Distribution.

**Table LU-2
Future Additional Development Potential**

NON - RESIDENTIAL SQUARE FEET

Planning Area	Neighborhood/ Commercial	Community Commercial	Professional Office	Industrial Business Park
1	0	746,850	1,486,560	0
2	0	0	54,000	0
3	0	160,211	53,361	0
4	0	345,916	89,000	76,639
5	18,000	0	0	0
6	0	0	0	0
7	0	0	0	0
8	0	0	0	0
9	0	0	0	0
10	0	0	0	0
11	0	124,710	0	0
12	21,000	186,927	0	0
13	0	0	0	0
14	0	130,680	195,010	0
Total	39,000	1,695,294	1,877,931	76,639

RESIDENTIAL DWELLING UNITS

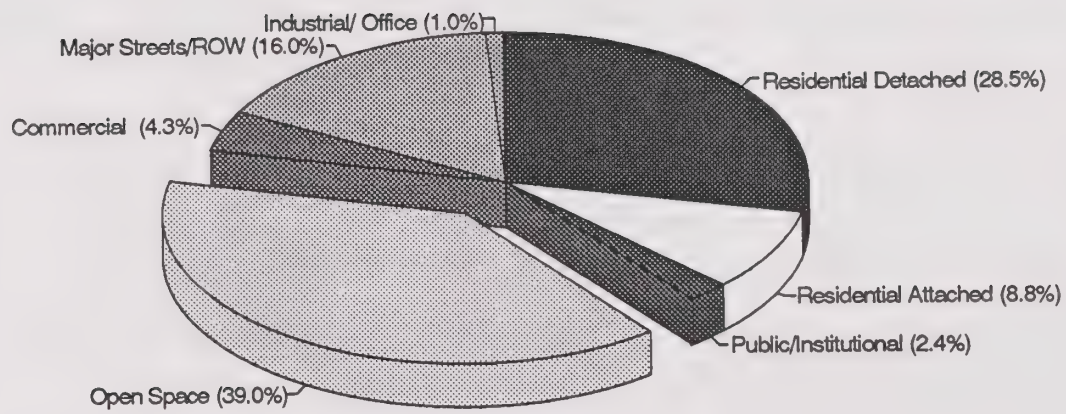
Planning Area	Attached	Detached	Total
1	0	0	0
2	433	1,100	1,533
3	0	35	35
4	0	0	0
5	562	38	600
6	196	46	242
7	0	329	329
8	0	86	86
9	0	14	14
10	0	152	152
11	243	335	578
12	225	725	950
13	0	64	64
14	0	0	0
Total	1,659	2,924	4,583

Source: City of Laguna Niguel Community Development Department

**Table LU-3
Total Land Use Distribution Permitted**

Land Use Designation	Gross Acres	Dwelling Units
Residential Detached	2,685.74	14,101
Residential Attached	828.28	12,110
Neighborhood Commercial	26.16	
Community Commercial	250.32	
Professional Office	9.14	
Community Commercial; Professional Office	132.43	
Professional Office/Business Park	22.05	
Industrial/Community Commercial	59.85	
Public Institutional; Professional Office	89.7	
Public/Institutional	133.1	
Parks and Recreation	418.96	
Open Space	3,232.84	
Water Features	25.66	
Major Streets/R.O.W.*	1,506.7	
TOTAL	9,420.9	26,211
* Major streets and right-of-way is remaining land area of City.		

Distribution of Land Uses



IV. LAND USE GOALS, POLICIES AND ACTIONS

Goal 1 A well balanced mixture of land uses that meet the residential, commercial, open space and public service needs of residents.

Intent A well-balanced community provides a broad range of land uses that are planned in desirable patterns and intensities. By providing for balanced mixture of land uses, the City can achieve a suitable inventory of housing to meet the needs of different income groups, a viable commercial and employment base, ample open space and recreational opportunities and adequate public facilities and services.

The existing mix of land uses in Laguna Niguel were largely shaped before incorporation. The City consists predominantly of residential and open space uses. Commercial, industrial and community facility land uses account for a relatively small portion of the total land area. By providing a more balanced mixture of land uses, the City can increase its overall quality of life and economic base.

Policy 1.1 Encourage the development of land uses that contribute to the goal of a well-balanced community.

Actions

1.1.1 Require comprehensive analysis of any proposed General Plan Amendment to ensure that the amendment will result in a desirable mixture of land uses meeting the social and fiscal needs of the City and its residents.

1.1.2 Promote commercial, office and industrial uses, as appropriate, within the three opportunity areas in order to improve the City's land use balance.

Goal 2 A sufficient amount of commercial and industrial uses which provide jobs and revenue to the City without compromising environmental quality.

Intent Laguna Niguel can generate additional jobs and revenue by increasing the amount of commercial and industrial uses in the City, specifically in the Country Village/Narland Business Center, the Town Center and the Camino Capistrano/Cabot Road Business Area. However, the City must provide adequate public services and facilities along with new employment opportunities. Potential environmental impacts associated with new commercial or industrial development must be adequately mitigated to help preserve the high quality environment in Laguna Niguel.

- Policy 2.1** Allow a wide range of uses in the City that will be beneficial in terms of employment and revenue generation, but without undue impacts on public services and facilities.

Actions

- 2.1.1** Continue the site plan review process to ensure that adequate public services and facilities are provided for in commercial and industrial development.
- 2.1.2** Work closely with organizations and interests involved with economic development to attract businesses that contribute positively to the City's economic growth and environmental well being.

- Policy 2.2** Enhance the quality and competitive advantage of commercial centers and business parks within the City.

Actions

- 2.2.1** Consider the adoption of commercial design standards to ensure that high quality commercial centers and business parks are developed in the City.
- 2.2.2** Incorporate landscaping requirements for commercial development into community design guidelines.

Goal 3 Compatible relationships between land uses in the community.

Intent Most of the residential uses in Laguna Niguel are concentrated in well-defined areas linked together by parks, greenbelts and curvilinear landscaped streets. Most of the commercial and business uses in the City are situated within a number of neighborhood and community commercial centers. Future residential and commercial development should be compatible with existing land uses and should reflect high quality site planning and design.

- Policy 3.1** Ensure that effective buffers between residential and non-residential uses are established and maintained.

- Policy 3.2** Discourage the proliferation of strip commercial development along major streets that create negative impacts on adjoining residential areas.

Action

- 3.2.1** Concentrate commercial development in clearly defined commercial centers.

Policy 3.3 Reduce land use conflicts between residential and non-residential uses.

Actions

3.3.1 Enact design guidelines to ensure that neighborhood commercial areas are compatible with adjacent residential areas.

3.3.2 Evaluate the impacts on surrounding land uses when reviewing proposals for new development.

3.3.3 Develop compatibility guidelines and procedures for effectively evaluating development projects.

3.3.4 Adopt site development standards which mitigate land use conflicts.

Policy 3.4 Ensure that residential densities are compatible with the surrounding land uses and buildings are in scale with the neighborhood character.

Goal 4 Urban design that provides community gathering areas and other pedestrian spaces.

Intent Laguna Niguel desires to have attractive urban design reflected in development projects which also contribute to more efficient and productive use of land. Additionally, we wish to have pedestrian gathering areas and spaces which promote social interaction, improved business patronage and greater civic identity.

Policy 4.1 Emphasize attractive and functional urban design in new development.

Action

4.1.1 Prepare comprehensive design guidelines, to guide new development, especially in commercial and industrial areas.

Policy 4.2 Enhance the landscape theme throughout public rights-of-way and at major City entrance points.

Action

4.2.1 Prepare a Master Landscape Concept Plan for Laguna Niguel that defines desired landscape improvements along City streets, major entrance points and at activity centers.

Policy 4.3 Require, where feasible, the development of open spaces and places for people to gather within commercial and office complexes.

- Policy 4.4** Provide, where feasible, pedestrian walkways and linkages between residential, commercial, office, open space/recreation facilities and other public places.

Action

- 4.4.1** Prepare and implement pedestrian access design guidelines for implementation in the development review process.

Goal 5 **Preservation and enhancement of the natural setting of the City.**

Intent

Over one third of the land area in Laguna Niguel is devoted to open space. A combination of parks, greenbelts, landscaped slopes, undeveloped hillsides, and sensitive open space corridors are provided throughout the City. It is this significant amount of open space in Laguna Niguel that establishes the open space character of the City. Residents desire to maintain and preserve the high quality open space areas in Laguna Niguel.

- Policy 5.1** Preserve existing sensitive open space areas within the City.

Actions

- 5.1.1** Establish a Conservation zoning designation over designated sensitive open space areas.
- 5.1.2** Ensure that land uses within designated and proposed scenic corridors are compatible with scenic enhancement and preservation.

- Policy 5.2** Ensure that adequate recreational and open space areas are provided.

Actions

- 5.2.1** Pursue development of active parks in the Galivan Basin.
- 5.2.2** Pursue development of active and passive parks on proposed sites the Capistrano Unified School District does not plan to develop.
- 5.2.3** Implement the City's Local Park Code to ensure that adequate open space and recreation amenities are provided, as part of all residential development proposals.

- Policy 5.3** Strive to maintain or improve the City's existing environmental quality.

Goal 6 **Enhanced community identity for residents, visitors and commuters.**

Intent Laguna Niguel is composed of several individual planned communities. For this reason, the City lacks a comprehensive design theme or common design elements. The City desires to have a greater sense of community identity. This can be accomplished through the creation of unifying design elements such as City signage, median improvements, entry gateways, the development of pedestrian gathering areas and the provision of distinctive street furniture.

Policy 6.1 Provide for the development of pedestrian gathering areas to promote social interaction.

Actions

6.1.1 Require pedestrian amenities and public gathering areas to be part of new commercial development.

6.1.2 Establish Citywide design themes for signage and major activity centers.

Goal 7 **A mix of retail, office and hotel/motel land uses on the undeveloped Country Village parcel.**

Intent Country Village Planning Area A-1 is one of the largest undeveloped non-residential parcels of land in the City. The site is bounded by the Plaza de La Paz Shopping Center to the east and the Narland Business Center to the south. The site has good visibility and access to the San Joaquin Hills Transportation Corridor. The site is compatible for the development of commercial land uses. These commercial land uses would generate additional jobs and revenue for the City. Plazas and other pedestrian gathering areas should be incorporated into any development in this area. The Aliso Creek Corridor is located immediately west of the site. The Aliso Creek Corridor is a regional open space corridor that extends from the Santa Ana Mountains to the Pacific Ocean. It contains several recreational opportunities. Any development on the Country Village site should consider providing pedestrian linkages to the Aliso Creek corridor.

Policy 7.1 Provide for the development of a mix of retail, office and hotel/motel land uses.

Actions

7.1.1 Establish zoning districts that allow for the development of retail, office and hotel/motel land uses.

- 7.1.2 Work with the property owners of the Country Village Planning Area A-1 to prepare detailed plans for the area which should include pedestrian linkages to the Aliso Creek Corridor and Public Plaza areas.

Goal 8 Revitalization of Camino Capistrano/Cabot Road Business Area.

Intent

The Camino Capistrano/Cabot Road Business Area contains one of the largest concentrations of industrial and commercial land uses in the City. A considerable amount of Laguna Niguel's sales tax revenue is generated in this area. The area is predominantly built out. Over the last few years, the area has taken on a more retail commercial character. A narrow strip of commercial and industrial uses is located along Camino Capistrano. Many of these uses are characterized by inappropriate signage, deficient circulation and infrastructure and inadequate parking. The area has good visibility from I-5 and from the planned alignment of the San Joaquin Hills Transportation Corridor. Additionally, the Galivan Flood Control Basin has been identified as a potential site for the development of a commuter rail station.

The Camino Capistrano/Cabot Road Business area offers new development opportunities through the annexation and development of a vacant parcel adjacent to the southeastern boundary of the City. Other development opportunities are available through the intensification, revitalization or redevelopment of existing land uses in the area. It is important that the City stimulate private investment in the area.

- Policy 8.1** Ensure that high quality urban design is incorporated into the project area.

Action

- 8.1.1 Prepare specialized urban design standards and sign design guidelines tailored to the unique needs and characteristics of the area.

- Policy 8.2** Enhance where feasible local and regional circulation in the area.

Actions

- 8.2.1 Coordinate with the County of Orange on the extension of Cabot Road and the construction of the San Joaquin Hills Transportation Corridor.
- 8.2.2 Coordinate with other jurisdictions on regional and local circulation improvements in the project area, particularly the City of Mission Viejo on circulation improvements to the north and east.
- 8.2.3 Coordinate with appropriate agencies on the development of a commuter rail station within the Galivan Flood Control basin.

- Policy 8.3** Allow for the redevelopment or reuse of existing commercial and industrial uses along with the phasing of adequate infrastructure and other needed public facilities.

Action

- 8.3.1** Prepare a special study for the Camino Capistrano/Cabot Road Business Area including a thorough review of potential transportation improvements to allow floor area ratios in the area to be maximized beyond the maximum FAR of 1.0 (assuming the satisfaction of required conditions) by considering options such as the transfer of development rights, without compromising circulation goals. The special study shall also address the possibility of preparing a Specific Plan or a Redevelopment Plan for the area.

- Policy 8.4** Enhance riding, biking and bikeway opportunities within the project area.

Action

- 8.4.1** Through the site plan approval process, ensure that pedestrian and bicycle linkages are provided from existing and future land uses to the Oso Creek Regional Riding and Hiking Trail.

Goal 9 Enhancement of The Town Center.

Intent

The Town Center area of Laguna Niguel is identified as one of the primary focal points of the community. However, the area suffers from a number of constraints that prohibit the attainment of its market potential. Although the structures in the Town Center are relatively new, many of the uses were developed at a relatively low level of intensity. The land uses in the Town Center are located within their own enclaves, separated from each other by parking lots, landscaping and arterial roads. The area has poor pedestrian circulation. The Town Center also lacks a comprehensive design theme and pedestrian-oriented spaces for people to gather and interact. It has very little activity during evening hours.

The Town Center area presently includes several County buildings and uses. These uses may relocate. The Laguna Niguel City Hall facilities could relocate into the Town Center area. Laguna Niguel's intent is to allow the area to become a civic focal point.

- Policy 9.1** Allow for the reuse of existing developed properties.

- Policy 9.2** Enhance pedestrian circulation through the construction of pedestrian walkways and paths.

- Policy 9.3** Encourage the development of new land uses that provide both daytime and evening activities.
- Policy 9.4** Ensure high quality urban design in the Town Center area.

Actions

- 9.4.1** Encourage a diverse mixture of land uses including specialty retail offices and entertainment uses in the Town Center area.
- 9.4.2** Coordinate with the County of Orange on the potential plans for the relocation of the existing County facilities from the Town Center area to another site and the potential reuse of the Town Center site for the Laguna Niguel City Hall.

V. CITYWIDE AND COMMUNITY PROFILE ANALYSIS

The City of Laguna Niguel consists of 9,421 acres, or 14.72 square miles, and is located in the southwestern area of Orange County. The City is bounded by the City of Dana Point to the south; the City of San Juan Capistrano to the east; the County of Orange (Aliso and Woods Canyon Regional Park), the planned community of Aliso Viejo, and the City of Laguna Beach to the west; and the cities of Laguna Hills and Mission Viejo and a small area of unincorporated Orange County to the north. Regional access to the City is mainly provided by Interstate 5 (I-5). Over the last ten years Laguna Niguel and the surrounding Southern Orange County region has experienced an unprecedented rate of growth. Concurrent with this fast rate of growth, have been a significant increase in traffic congestion along the south Orange County segment of I-5. In an effort to enhance regional access, County transportation organizations have proposed construction of the San Joaquin Hills Transportation Corridor and the Moulton Parkway/Golden Lantern improvements. Both of these transportation facilities are designed to facilitate regional access to and from Laguna Niguel, as well as other nearby communities.

The land use pattern within Laguna Niguel is the result of several master planned communities and specific plans that were approved by the County of Orange over the last twenty years, prior to the City's incorporation. Each of the planned communities prescribes specific land uses, site development standards, circulation routes, and infrastructure systems. Almost eighty-eight percent of Laguna Niguel is presently developed. The majority of the remaining vacant land in the City has approved development agreements or other entitlement.

Laguna Niguel is predominantly a "bedroom" community with residential uses accounting for approximately sixty percent of the total land area. Most of the residential uses are concentrated in well-defined areas linked together by parks, greenbelts, and curvilinear landscaped streets.

Over one-third of the City is devoted to open space. A combination of regional parks, community parks, neighborhood parks, private recreation facilities, open space corridors, greenbelts and landscaped slope banks are provided throughout the City. This large amount of open space establishes the open space character of the City.

Retail, office, industrial and public/institutional land uses currently comprise only eight percent of the total land area of the City. Most of the retail land uses in the City are situated within neighborhood and community shopping centers. The majority of the office and industrial uses in the City are located within the Country Village/Narland Business Center, Town Center, and Camino Capistrano/Cabot Road Business Area. The Town Center area consists of a concentrated mix of office, public facility, retail, and restaurant uses. The Country Village/Narland Business Center and the Camino Capistrano/Cabot Road Business Area include a mix of retail, office, and light industrial land uses.

For comprehensive planning purposes, the City of Laguna Niguel has been separated into 14 Community Profile Areas. By separating the City into profile areas a much more manageable approach to community planning can be accomplished and subsequently implemented. The Community Profile Map for the City is presented on Figure LU-5.

The delineation of the 14 Community Profile Areas was based upon factors that demonstrate common orientation or similar characteristics. These factors include land use type, planning area boundaries, major street boundaries, natural features, homeowner association boundaries and Traffic Analysis Zones (TAZ). The intent of the profile areas has been to provide subareas of the community for statistical analysis as well as to identify localized concerns.

The Community Profile Area analysis provides the framework for the formulation of City goals, policies and implementation actions at a profile area level. In some cases broad citywide policies may not clearly address issues unique to a specific profile area. The Community Profile Area analysis identifies these issues and provides the basis for the formulation of appropriate implementation actions.

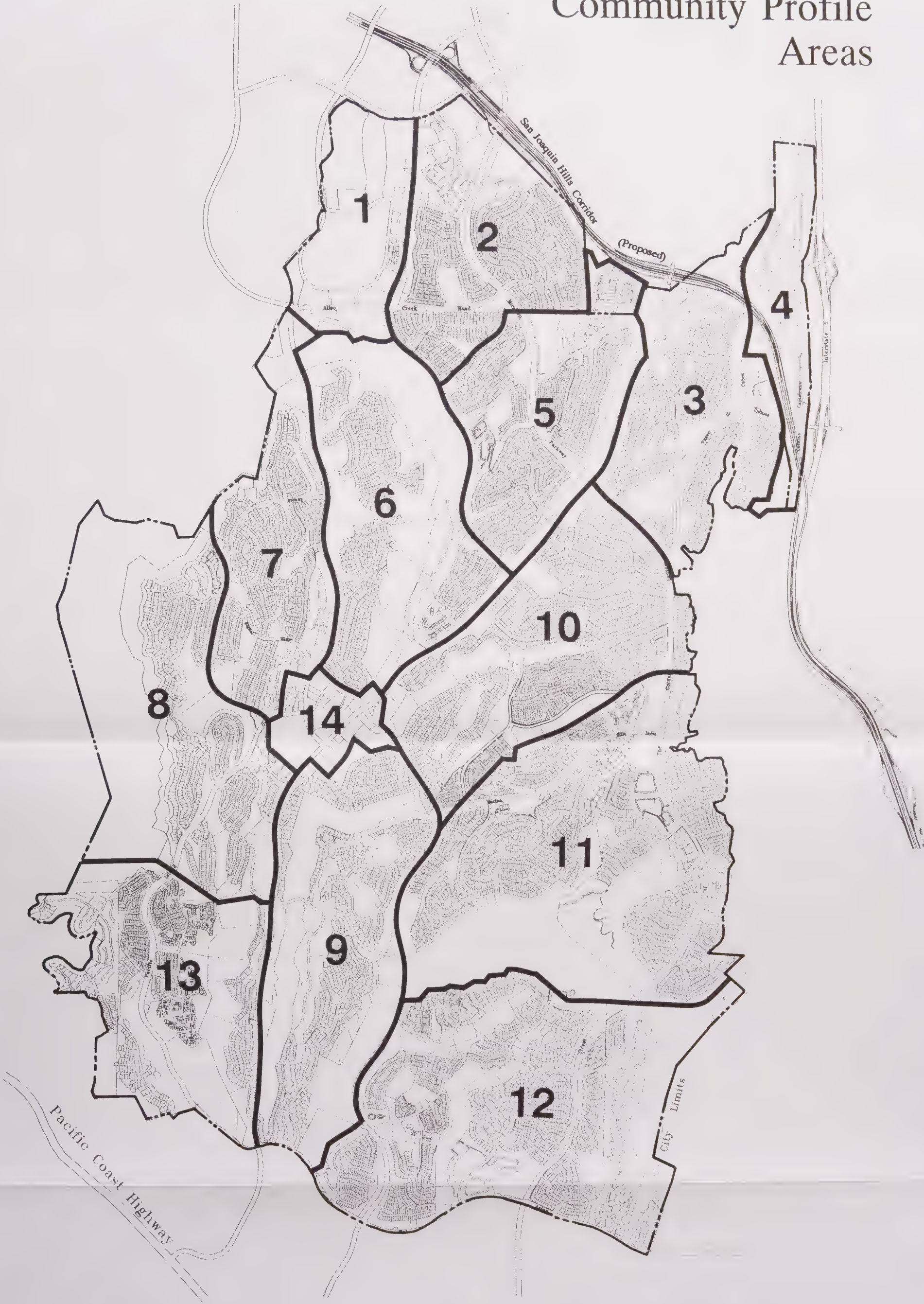
Each of the profile areas is provided with a setting description and summaries of land use, public facilities and socioeconomic data. Within each of the profile areas sub profile area analyses are provided. These sub profile area analyses provide a database of major land uses and gives context to their distribution.

In addition, each sub profile area analysis summarizes the existing and projected development. The summaries include either a statement that the sub profile area is built-out with no additional residential or non-residential development projected, or a statement of the maximum future development of residential units or commercial square footage. The projection of maximum future development sets the land use limits within each sub profile area. Community Profile Areas 3 and 4 have some profile areas which also use floor area ratios to specify commercial intensity limits. Floor area ratio (FAR) is defined as the ratio of gross building square footage to the buildable lot area. Buildable lot area is the net parcel area less any slope areas greater than 2:1. Areas greater than 2:1 slope will be calculated based on the topography of the site after grading has been completed. The square footage limitations set forth in this plan are gross square feet.

When the General Plan was prepared, the land use limits established in the Land Use Element were used to conduct the necessary analyses, including, but not limited to the Traffic Model and the Economic Study. Therefore, development applications which exceed the land use limits, will require a General Plan Amendment and analysis of the impacts of the proposed changes.

In Community Profile Areas 3 and 4, baseline FAR's of .30 or .35 may be exceeded, provided the applicant can satisfy specific conditions. If these conditions are satisfied the maximum permitted FAR in Community Profile Areas 3 and 4 is 1.0. The special study for the Camino Capistrano/Cabot Road Business Area will include a thorough review of transportation improvements which may allow FARs in the area to be maximized beyond the .30-1.0 range.

Community Profile Areas



A. Community Profile Area 1

Setting

Community Profile Area 1 includes 320 acres and is located within the northwestern portion of the City. The profile area, shown on Figure LU-6, is bounded by Pacific Park Drive to the north, Laguna Niguel Regional Park to the south, proposed Alicia Parkway alignment to the west and La Paz Road to the east. An interchange for the San Joaquin Hills Transportation Corridor is planned to the north of the profile area on La Paz Road.

Community Profile Area 1 is one of the largest business districts in the City. The profile area includes the Chet Holifield Federal Building which is a Laguna Niguel landmark. A combination of retail, restaurant, and office land uses are provided throughout the profile area. Additionally, the profile area includes over 85 acres of vacant land that is planned for retail and office development.

As of January 1992, Profile Area 1 included 1,846,488 sq. ft. of commercial development. The General Plan forecasts an additional 2,233,410 sq. ft. of commercial development for Area 1 for a total of 4,079,898 sq. ft. of commercial development at build-out. Area 1 is anticipated to be the major employment center in the community, with a projected 13,056 employees at build-out.

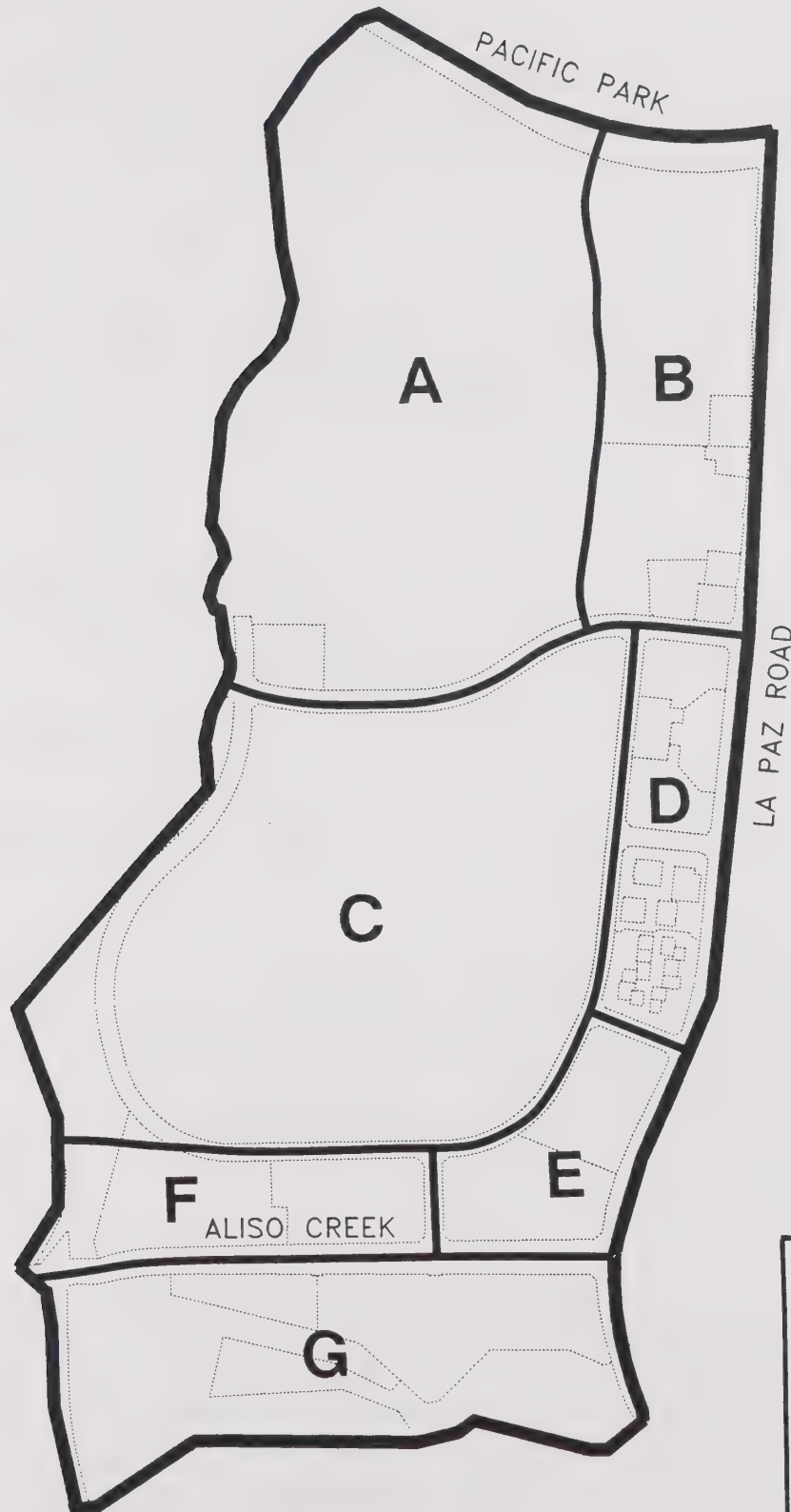
Sub Profile Analysis

A. S & S Commercial

This sub area includes one of the largest undeveloped areas in the City. A maximum future development including 544,500 sq.ft. of Community Commercial use and 653,400 sq.ft. of Professional Office use is projected for this sub area. In addition, a hotel of up to 150 rooms (75,000 sq. ft.) is projected for this area. Alternatively, a maximum of 925,650 sq. ft. to include only Community Commercial uses would be permitted within the sub area. Vehicular access will be enhanced by the future Alicia Parkway and Pacific Park roadway extensions to the north and west respectively. Regional access to the site will also be improved by the construction of the San Joaquin Hills Transportation Corridor, which will have an interchange north of the site at La Paz Road. The southwestern portion of the sub profile area includes Southern California Edison's Niguel substation and the mechanical equipment area for the Chet Holifield Federal Building which are designated as Public/Institutional uses.

COMMUNITY PROFILE AREA 1

Sub Profile Areas



LU-6.

0 1000 2000 3000

B. Plaza De La Paz Center

This area is designated Community Commercial. It is one of the largest retail centers in the City. Currently, the center includes 291,830 sq.ft. of Community Commercial uses. Future development within this sub profile area is limited to two vacant pad sites. A maximum of 10,850 sq.ft. of additional Community Commercial uses are projected for Plaza de La Paz.

C. Chet Holifield Building

The Chet Holifield Federal Building is one of Laguna Niguel's earliest landmarks. Built in the 1960's, this building includes 980,000 sq.ft. of governmental office (Public/Institutional use) and the entire site covers 85 acres. An additional 300,000 sq.ft. of Professional Office use is projected for this site which is currently underutilized.

D. Birtcher North

This area currently has 258,410 square feet of office, light manufacturing, and governmental office development. A maximum of 155,440 sq.ft. of additional Professional Office and 77,720 sq. ft. of additional Industrial/Business Park uses are projected for the site.

E. Birtcher South

This area is currently vacant. A maximum of 300,000 sq. ft. of Professional Office uses and 74,500 sq. ft. of Community Commercial uses are projected for the site.

F. Design Center

This area is designated Community Commercial. Located near the intersection of Aliso Creek and Alicia Parkway, the Design Center will benefit from the improvement of the intersection and the extension of Alicia Parkway. The center is built-out and includes 210,258 sq.ft. of wholesale interior decorating/design uses. The Community Commercial designation will allow the continuation of this use pattern and will also allow retail sales within the sub area.

G. Aliso Creek Center

This area is designated Community Commercial. The center currently includes 105,990 sq.ft. of Community Commercial uses and has one remaining undeveloped pad. A maximum of 30,000 sq.ft. of Community Commercial uses are projected for the vacant pad. In addition, there is a 3.9 acre site located southwest of that undeveloped pad. A maximum of 12,000 sq. ft. of Community Commercial uses are projected for that site. A 19-acre County-owned site, that is currently used for model glider flying, is located in the southwestern portion of this sub area. In addition, a 5.6-acre active park site is planned for the southeastern portion of the sub area behind the shopping center.

COMMUNITY PROFILE AREA 1 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Note
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. S&S Commercial	0	0	0	0	1,272,900	1,272,900	
B. Plaza de la Paz Center	0	0	0	291,830	302,680	10,850	
C. Chet Holifield Bldg	0	0	0	980,000	1,280,000	300,000	
D. Birtcher North	0	0	0	258,410	491,570	233,160	
E. Birtcher South	0	0	0	0	374,500	374,500	1
F. Design Center	0	0	0	210,258	210,258	0	
G. Aliso Creek Center	0	0	0	105,990	147,990	42,000	
TOTAL	0	0	0	1,846,488	4,079,898	2,233,410	
	Population			Employment			
TOTAL	0	0	0	5,712	13,056	7,344	
NOTES:							
1. It is projected that Birtcher South will include a future movie theater with 1800 seats. The movie theater is included in the Commercial square footage above.							
Public Facilities	Sq. Ft.	Schools	Students	Parks		Acre	
1.SCE Substation				1.Active Park Site		5.6	
2.Chet Holifield Federal Building Mech. Equip.				2.County Owned Site		19.0	

B. Community Profile Area 2

Setting

Community Profile Area 2 includes 574.5 acres and is located in the northwestern area of Laguna Niguel. The profile area, shown on Figure LU-7, is generally bounded by Pacific Park Drive (Aliso Viejo) to the north, Yosemite Road to the south, La Paz Road to the west and Laguna Hills to the east.

The profile area is planned to be developed mainly with Residential Detached and Residential Attached land uses. A maximum of 1,533 additional residential units are projected for Area 2. A small area (approximately 7 acres) designated for Professional Office and Industrial/Business Park use is located in the northwestern portion of the profile area.

Three existing public park sites and numerous existing private recreation facilities are located within the profile area. Profile Area 2 also includes County Fire Station 39, the Moulton Niguel Water District offices, and a Pacific Bell sub station. Additionally, one school site and a Senior Center are planned within the profile area.

A segment of the San Joaquin Hills Transportation Corridor will traverse the northeasterly boundary of the profile area.

Sub Profile Area Analysis

A. Casa La Paz

The entire area is designated Residential Attached and consists of the Casa la Paz, Village La Paz and Village Niguel Terrace communities. The sub area is built-out and includes 392 dwelling units, three private recreation facilities and the 5.6 acre Aliso Niguel Park.

B. Laguna Gardens

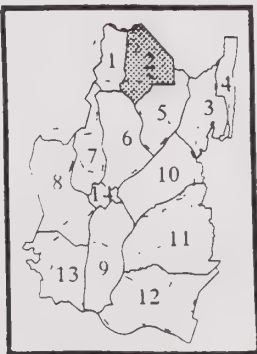
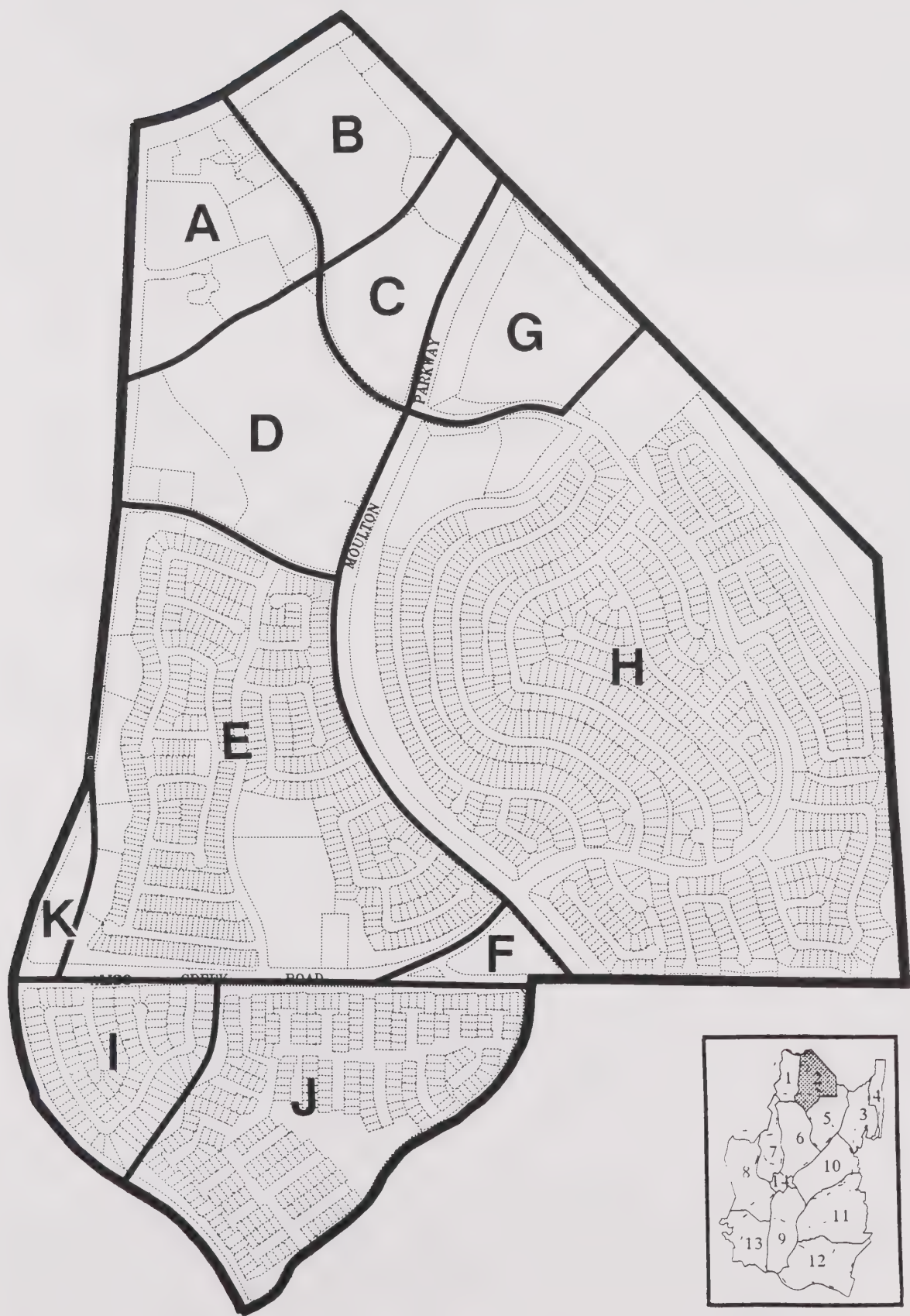
This area is designated Residential Attached and includes the Laguna Gardens neighborhood. The area is built-out with 372 dwelling units, and a private recreation facility. Additionally, a southbound off ramp for the San Joaquin Hills Corridor is planned along the northeastern boundary of this sub area.

C. Aliso Niguel Terrace II

This sub area is designated Residential Attached and includes the neighborhood of Aliso Niguel Terrace II. This area is built-out with 243 dwelling units, and a private recreation facility. This area is adjacent to a southbound off ramp for the San Joaquin Hills Transportation Corridor.

COMMUNITY PROFILE AREA 2

Sub Profile Areas



LU-7

SCALE IN FEET
0 1000 2000 3000

D. Village Niguel Gardens

This area is designated Residential Attached, Professional Office, Industrial/Business Park, and Public/Institutional. The residential area includes the Village Niguel Gardens neighborhood with 87 existing units and a private recreation facility. A maximum of 226 additional attached units are projected for this sub area. The Professional Office and Industrial/Business Park area is projected for a maximum of 54,000 sq.ft. of future development. The Public/Institutional designated area includes the Moulton Niguel Water District offices and County Fire Station No. 39.

E. Village Niguel Heights

This sub area includes Residential Detached, Residential Attached, Public/Institutional, and Parks and Recreation land uses. The Residential Detached area covers the majority of this sub area. There are 193 existing and a maximum of 141 projected detached units. The Residential Attached area includes the Village Niguel Heights neighborhood which has 144 existing dwelling units. A maximum of 34 additional attached units are projected for this sub area. A future elementary school is planned for the Public/Institutional area. If the Capistrano Unified School District does not build a school on this site, it could provide an opportunity for an additional active park site. An existing telephone sub station is located east of the school site. The Park and Recreation area includes a 2.7 acre park site, for the Niguel Heights Park, which is currently unimproved.

F. Senior Center

This area is currently vacant and is planned for the City's Senior Center. A maximum of 14,060 sq.ft. is projected for the facility.

G. S&S Residential Attached

This sub area is designated Residential Attached and is currently vacant. A maximum of 173 attached units is projected for this sub area. A private recreation facility will accompany the proposed development. The San Joaquin Hills Transportation Corridor is immediately east of the area. The Public/Institutional use is a water storage tank.

H. S&S Residential Detached

This area is designated Residential Detached and is currently vacant. A maximum of 959 detached residential units is projected for this area. Two proposed private recreation areas are also projected. The San Joaquin Hills Transportation Corridor will be developed along the area's eastern boundary.

I. Lake Chateau

This area is designated Residential Detached and includes the Lake Chateau neighborhood. The development is built-out and has 110 dwelling units.

J. Lake Park

This area contains Park and Recreation and Residential Detached land uses. The existing residential development is built-out and includes 303 dwelling units which surround the public 5.4 acre Yosemite Park.

K. La Paz Road East Commercial

This sub area includes the existing Neighborhood Commercial area at the northeast corner of La Paz Road and Aliso Creek Road. The sub area is currently built-out with 36,800 sq. ft. of Neighborhood Commercial uses.

COMMUNITY PROFILE AREA 2 STATISTICAL SUMMARY						
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
A. Casa La Paz	392	392	0	0	0	0
B. Laguna Gardens	372	372	0	0	0	0
C. Aliso Niguel Terrace II	243	243	0	0	0	0
D. Village Niguel Gardens	87	313	226	0	54,000	54,000
E. Village Niguel Heights	337	512	175	0	0	0
F. Senior Center	0	0	0	0	0	0
G. S&S Res Attached	0	173	173	0	0	0
H. S&S Res Detached	0	959	959	0	0	0
I. Lake Chateau	110	110	0	0	0	0
J. Lake Park	303	303	0	0	0	0
K. La Paz Rd. East Comm	0	0	0	36,800	36,800	0
TOTAL	1,844	3,377	1,533	36,800	90,800	54,000
	Population			Employment		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
TOTAL	4,333	7,936	3,603	113	360	247
Public Facilities (not incl. in comm sq.ft)	Sq. Ft.	Schools	Students	Parks	Acres	
1. Fire Station 39	1,440	1. Future Elementary	710	1. Aliso Niguel	5.6	
2. Moulton - Niguel Water District Offices	6,350			2. Niguel Heights	2.7	
3. Pacific Bell Sub Station	21,000			3. Yosemite	5.4	
4. Senior Center	14,060					
5. Water Storage Tank						

C. Community Profile Area 3

Setting

Community Profile Area 3 consists of 586 acres and is located in the northeastern area of Laguna Niguel. The profile area, shown on Figure LU-8, is generally bounded by unincorporated Orange County and the City of San Juan Capistrano to the south, the City of Laguna Hills to the north, Crown Valley Parkway and Moulton Parkway to the west and Cabot Road to the east.

The profile area has a rolling topography with extended views to the east and west. It is designated mainly for Residential Detached and Residential Attached housing. The existing homes in the profile area are well established with large lots and mature landscaping.

The largest concentration of commercial uses is within the Rancho Niguel Center located at the intersection of Crown Valley Parkway and Greenfield Drive. This area experiences a significant amount of traffic congestion, especially near the intersection of Greenfield and Crown Valley. Future development will incrementally add to the congestion in the area.

The profile area contains private recreation facilities and the Niguel Hills Middle School site that provide recreational opportunities for residents. A network of riding, hiking and equestrian trails is located within the southeastern portion of the profile area providing linkages to park sites and open space in other areas of the City.

A segment of the San Joaquin Hills Transportation Corridor will extend through the profile area. An interchange for the San Joaquin Hills Transportation Corridor is planned on Greenfield Drive. This interchange will result in additional congestion in the profile area. A 169-space parking lot, for the exclusive use of park-and-ride commuters, is located in the northern portion of the profile area close to the San Joaquin Hills Transportation Corridor interchange. In addition, 135 spaces in the parking lot of the commercial center located west of Greenfield Drive and north of Rancho Niguel Drive, are provided for non-exclusive use as an expanded park-and-ride lot.

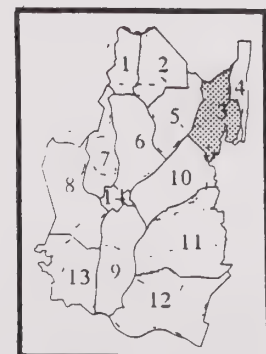
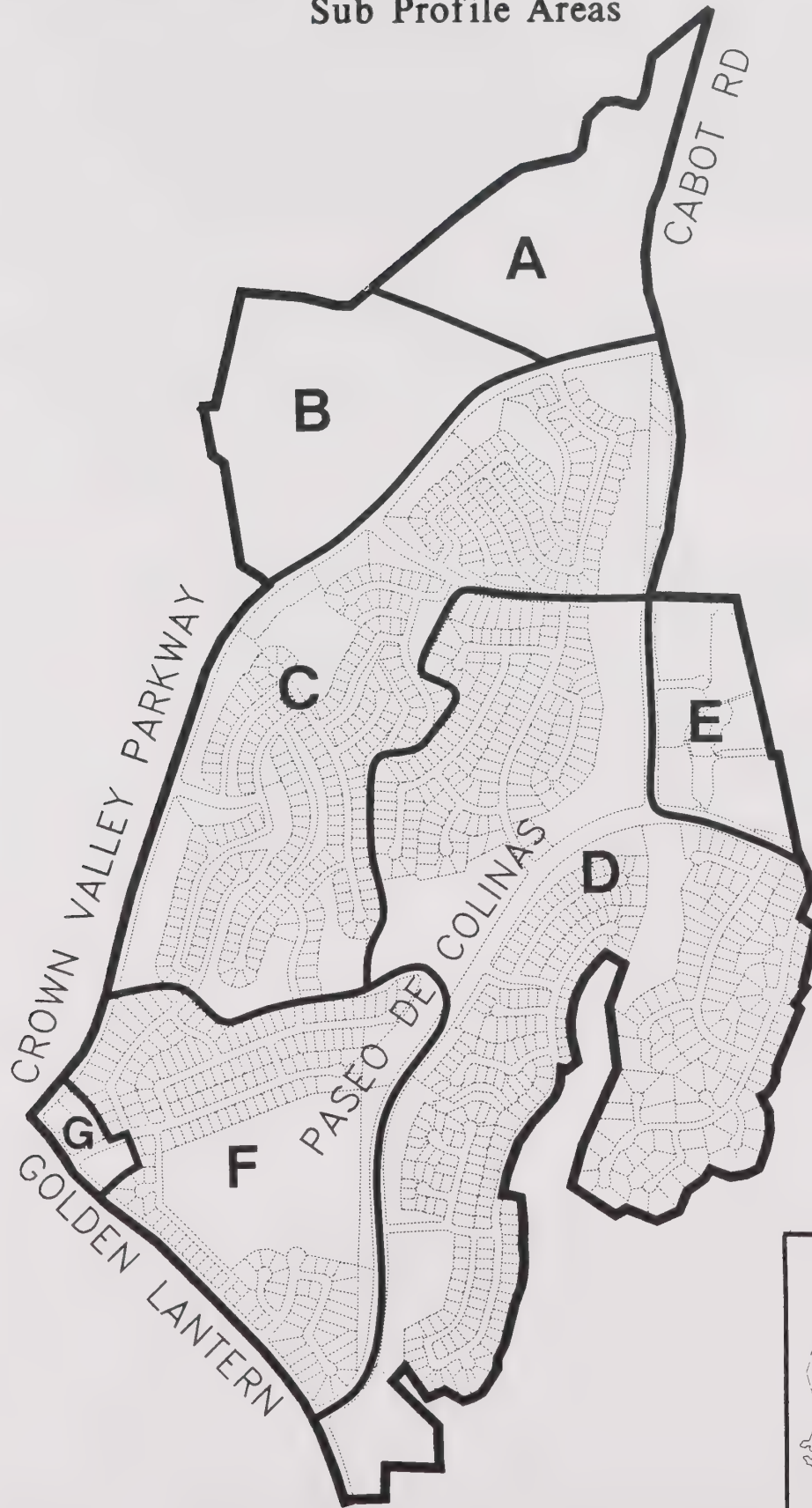
Sub Profile Area Analysis

A. Crown Valley and Cabot Road

This area is designated Industrial/Business Park; Professional Office; Community Commercial; and Open Space and includes the steep slopes north of Crown Valley Parkway, west of Cabot Road. The area is currently vacant and the baseline permitted floor area ratio within the sub profile area is .35, which would allow 106,722 sq. ft. of new development. Specific developments on the Buie parcel may be permitted to exceed the baseline FAR of .35 up to a maximum FAR of 1.0, if the applicant can demonstrate: 1) that the proposed development will not preclude a reasonable amount of future

COMMUNITY PROFILE AREA 3

Sub Profile Areas



LU-8

The City of
LAGUNA NIGUEL
General Plan

development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City.

This sub area should be considered for inclusion in the special study area envisioned for the Camino Capistrano/Cabot Road Business Area (Community Profile Area 4). The future construction of the San Joaquin Hills Transportation Corridor will run along the southern portion of this sub area.

B. Rancho Niguel Center

This sub area is designated for Community Commercial and Public Institutional land uses. The Rancho Niguel Center is one of the largest commercial centers in Laguna Niguel and is designated Community Commercial. The center consists of 306,381 sq.ft. of retail and office uses including a 2,214 seat movie theater. A maximum of 106,850 sq.ft. of additional Community Commercial uses are projected for this area. An interchange for the San Joaquin Hills Transportation Corridor is planned at Greenfield Drive. A 169-space park-and-ride lot, for the exclusive use of commuters, is located just west of the Public/Institutional use which includes the water storage tanks. In addition, 135 spaces in the parking lot located west of Greenfield Drive and north of Rancho Niguel Drive, are designated for non-exclusive use by park-and-ride commuters.

C. Rolling Hills

This area is designated Residential Detached and includes the neighborhood of Rolling Hills. This development is built-out with 320 dwelling units. The Rolling Hills area contains a private park and recreation site.

D. Colinas de Capistrano

This sub area is designated Residential Detached and Residential Attached and consists of the neighborhoods of Sparrow Hill, Vista del Cerro, Villa de Cerise and Country View Estates. The area currently includes 468 detached units and 192 attached units. A small portion of the Residential Detached area is undeveloped and a maximum of 35 detached units is projected for that area.

E. Villa Mira

The area includes two residential communities, Villa Mira and Bridgeport Terrace and is designated Residential Attached. The developments are built-out with 264 dwelling units and private recreation areas. The San Joaquin Hills Transportation Corridor will be adjacent to the eastern boundary of this sub area.

F. Aloma Avenue

This area includes Residential Detached, and Public/Institutional land uses. The residential area is built-out with 174 detached dwelling units. The Public/Institutional Area is the Niguel Hills Middle School.

G. Aloma Avenue Commercial

This area includes the Community Commercial uses located both north and south of Aloma Avenue on Street of the Golden Lantern near Crown Valley Parkway. The sub area is currently built-out with 17,800 sq. ft. of Community Commercial uses.

COMMUNITY PROFILE AREA 3 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Crown Valley and Cabot Rd	0	0	0	0	106,722	106,722	
B. Rancho Niguel Center	0	0	0	306,381	413,231	106,850	1,2
C. Rolling Hills	320	320	0	0	0	0	
D. Colinas de Capistrano	660	695	35	0	0	0	
E. Villa Mira	264	264	0	0	0	0	
F. Aloma Avenue	174	174	0	0	0	0	
G. Aloma Ave. Commercial	0	0	0	17,800	17,800	0	3
TOTAL	1,418	1,453	35	324,181	537,753	213,572	
	Population			Employment			
TOTAL	3,332	3,414	82	748	1,157	409	
NOTES: 1. Rancho Niguel Center currently contains a movie theater with 2214 seats. The movie theater square footage is included in the commercial square footage above. 2. Rancho Niguel Center contains a future gas station with car wash. 3. The Aloma Avenue sub area currently contains a service station.							
Public Facilities	Sq.Ft.	Schools		Students	Parks		Acres
1. Water Storage Tanks		Niguel Hills Middle School		1,667			

D. Community Profile Area 4

Setting

Community Profile Area 4 encompasses 252.3 acres and is located in the northeastern area of Laguna Niguel. The profile area, shown on Figure LU-9, is generally bounded by the City of Mission Viejo to the north and east and unincorporated Orange County to the south. The southern link of the San Joaquin Hills Transportation Corridor will extend through portions of the profile area before intersecting with I-5 south of Avery Parkway. The western and eastern areas of the profile area are physically separated by the AT&SF Railroad Line and Oso Creek.

The profile area is currently developed with office, retail and industrial land uses. Most of the land uses in the area have existed for several years. However, a relatively new office building and a Costco Wholesale Warehouse are located along Cabot Road, south of Crown Valley Parkway. A strip of retail, office, and industrial land uses is located in the eastern portion of the profile area, along Camino Capistrano. Many of the uses along Camino Capistrano are characterized by substandard lot sizes, inappropriate signage, poor access, and inadequate parking.

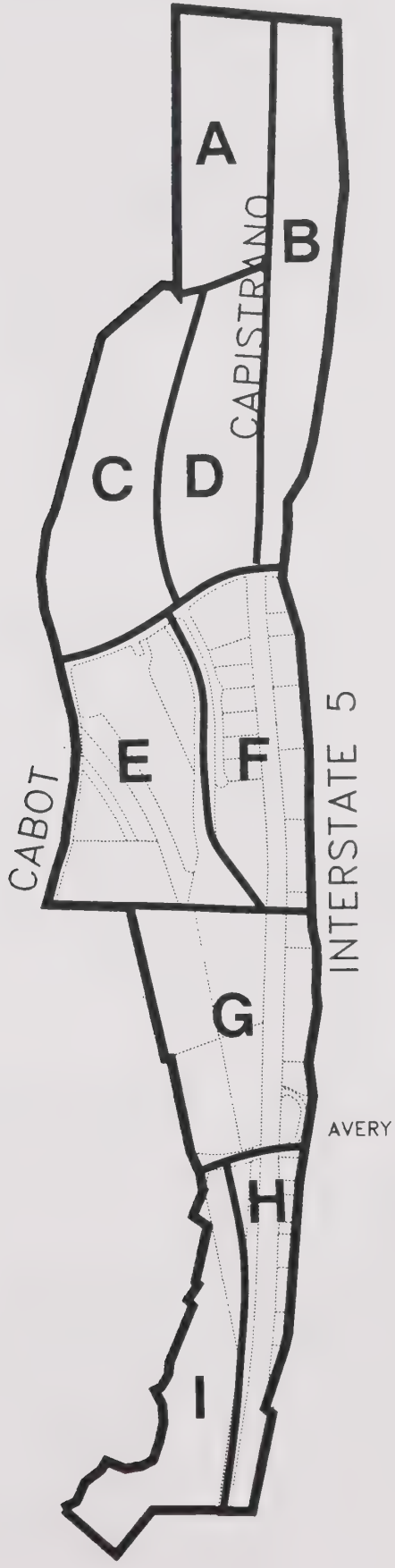
The southerly portion of the profile area, along Camino Capistrano, can only be accessed by Avery Parkway and Paseo de Colinas. The intersection at Avery Parkway/Camino Capistrano presently operates at a poor level of service. Several circulation improvements are planned within the profile area, including the extension of Cabot Road north to Mission Viejo, a connection between Camino Capistrano and Cabot Road just north of the Laguna Niguel City boundary in the City of Mission Viejo, and the widening of Crown Valley parkway to eight lanes. A candidate site for a transportation center is identified just south of the future Camino Capistrano/Cabot Road intersection.

The Camino Capistrano/Cabot Road Business Area is designated as an area for a future special study. That special study shall include a thorough review of potential transportation improvements to allow floor area ratios in the area to be maximized beyond the .30-.35 range, by considering options such as the transfer of development rights, without compromising circulation goals. The special study shall also address the possibility of preparing a Specific Plan or a Redevelopment Plan for the area.

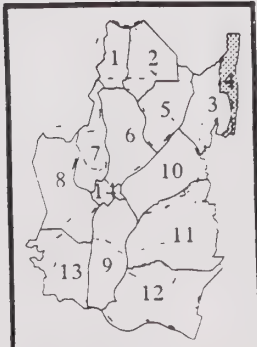
Much of the existing development within the profile area could possibly meet the state criteria for establishing a redevelopment project area. Through redevelopment, the City could help stimulate private investment.

COMMUNITY PROFILE AREA 4

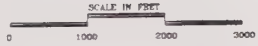
Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-9



Sub Profile Area Analysis

A. Galivan Basin

This sub area includes Open Space, Public/Institutional, and Industrial/Business Park and Residential Attached land uses. The Open Space area serves as a flood control basin. Active recreational uses are also planned within the Galivan Basin area. The portion of the sub area designated Public/Institutional is the site of the proposed Transportation Center which would include a train station, bus stop, and park and ride facilities. A connection between Camino Capistrano and Cabot Road is planned north of the Transportation Center in the City of Mission Viejo. The AT & SF Railroad traverses the eastern portion of the area.

The northwestern corner of the area includes a 3.7 acre vacant lot which is designated Public/Institutional. The maximum projected development for this area is 47,260 sq. ft. of Public/Institutional use, or a 75 unit Senior Housing project.

B. Camino Capistrano North

The area currently includes 227,500 sq. ft. of office, retail, utility, and industrial uses. A maximum of 18,731 sq. ft. of additional Industrial/Business Park, Professional Office, and Community Commercial uses are projected for this sub area. The baseline permitted floor area ratio within the sub profile area is .35. Specific developments may be permitted to exceed the baseline FAR up to a maximum FAR of 1.0, if the applicant can demonstrate; 1) that the proposed development will not preclude a reasonable amount of future development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City. The Public/Institutional use is the San Diego Gas & Electric Company sub station on Camino Capistrano.

C. Cabot Road North

The sub area currently includes 35,000 sq.ft. of office, and industrial uses. A maximum of 3,648 sq. ft. of additional Industrial/Business Park; Professional Office and Community Commercial uses are projected for this subarea. The baseline permitted floor area ratio within the sub profile area is .35. Specific developments may be permitted to exceed the baseline FAR up to a maximum FAR of 1.0, if the applicant can demonstrate; 1) that the proposed development will not preclude a reasonable amount of future development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City. Access to this area will be improved by the extension of Cabot Road north to the City of Mission Viejo.

D. Forbes Road North

A maximum of 61,680 sq. ft. of additional Industrial/ Business Park, Professional Office, and Community Commercial uses are projected for the sub area. The baseline permitted floor area ratio within the sub profile area is .35. Specific developments may be permitted to exceed the baseline FAR up to a maximum FAR of 1.0, if the applicant can demonstrate; 1) that the proposed development will not preclude a reasonable amount of future development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City. The subarea currently includes 297,280 sq.ft. of office, retail, and industrial uses. The AT&SF Railroad runs along the eastern portion of the sub area.

E. Cabot Road South

This area consists of two land use classifications, Community Commercial and Professional Office. Currently, the area has 208,420 sq.ft. of retail and storage uses and 172,420 sq. ft. of office use. There are two vacant pads for which a maximum of 15,000 sq.ft. of additional Community Commercial use is projected. The San Joaquin Hills Transportation Corridor bisects this sub area as it turns south to join with Interstate 5.

F. Forbes Road South

The areas on the south and east sides of Forbes Road are designated for Community Commercial and Professional Office use. The area on the east side of Camino Capistrano is designated for Industrial/Business Park, Professional Office, and Community Commercial uses. The sub area currently has a total of 199,130 sq. ft. of office and retail uses. A maximum of 104,933 sq. ft. of Community Commercial and Professional Office uses are projected for the area south and east of Forbes Road. The baseline permitted floor area ratio within the portion of the sub profile area designated for Community Commercial uses and Professional Office uses is .30. A maximum of 26,067 sq. ft. of additional uses is projected for the area immediately east of Camino Capistrano. The baseline permitted floor area ratio within the portion of the subprofile area designated for Industrial/Business Park, Professional Office, and Community Commercial uses is .35. Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of 1.0, if the applicant can demonstrate: 1) that the proposed development will not preclude a reasonable amount of future development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City.

G. Camino Capistrano East

The developed portion of this sub area is designated Community Commercial. The area currently includes a 32,235 sq. ft. automobile dealership. A maximum of 13,503 square feet of additional Community Commercial uses are projected for the site and the baseline permitted floor area ratio within the subprofile area is .30. Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of 1.0, if the applicant can demonstrate: 1) that the proposed development will not preclude a reasonable amount

of future development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City. The area to the west of Camino Capistrano is designated Open Space where the Oso Creek channel exists. The AT & SF Railroad is located on the west side of Camino Capistrano. The San Joaquin Hills Transportation Corridor will be developed on or over a portion of the Open Space area.

H. Camino Capistrano South

This area is designated Community Commercial and currently includes 53,268 sq.ft. of Community Commercial uses. The area will be impacted by the development of the San Joaquin Hills Transportation Corridor because its confluence with Interstate 5 will eliminate two of the existing businesses at the southern City boundary along Camino Capistrano which includes a total of 4,950 sq. ft. of Community Commercial uses. A maximum of 21,233 sq.ft. of additional Community Commercial uses plus a replacement of the 4,950 square feet lost to the San Joaquin Hills Transportation Corridor are projected for this sub area. The baseline permitted floor area ratio within the sub profile area is .30. Specific developments may be permitted to exceed the baseline FAR, up to a maximum FAR of 1.0, if the applicant can demonstrate: 1) that the proposed development will not preclude a reasonable amount of future development above the baseline FAR in the remainder of Community Profile Areas 3 and 4, 2) that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Element Standards for traffic level of service to be exceeded, and 3) that the proposed project will result in a substantial positive fiscal benefit to the City

I. Paseo de Colinas South

This area is designated Community Commercial. The sub area is currently outside of the City boundary and has no prominent existing land uses. A maximum of 199,500 sq.ft of Community Commercial use is projected for this sub area. Access to the area would require improvements to Paseo de Colinas. The proposed San Joaquin Hills Transportation Corridor and existing AT & SF Railroad will traverse the eastern boundary of this sub area.

COMMUNITY PROFILE AREA 4 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Galivan Basin	0	0	0	0	47,260	47,260	1,2
B. Camino Capistrano North	0	0	0	227,500	246,231	18,731	
C. Cabot Road North	0	0	0	35,000	38,648	3,648	
D. Forbes Road North	0	0	0	297,280	358,960	61,680	3
E. Cabot Road South	0	0	0	380,840	395,840	15,000	
F. Forbes Road South	0	0	0	199,130	330,130	131,000	
G. Camino Cap East	0	0	0	32,235	45,738	13,503	4
H. Camino Cap South	0	0	0	53,268	74,299	21,233	5,6
I. Paseo de Colinas South	0	0	0	0	199,500	199,500	
TOTAL	0	0	0	1,225,253	1,736,808	511,555	
	Population			Employment			
TOTAL	0	0	0	2,853	4,028	1,175	

NOTES:

1. It is anticipated that the Galivan Basin will also include a train station and ballfields with shared parking.
2. A 75 unit Senior Housing Project may be permitted instead of the 47,260 sq. ft. of Public/Institutional use.
3. The Forbes Road area currently includes one service station with a car wash.
4. The Allen Oldsmobile site is 3.5 acres.
5. The Camino Capistrano South area currently includes two service stations.
6. The Camino Capistrano South area currently includes a 33 room motel. The motel is included in the commercial square footage above.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
1. Transit Center				1. Galivan Basin	20.0
2. SDG & E Substation					

E. Community Profile Area 5

Setting

Community Profile Area 5 includes 585.96 acres and is located in the north central area of Laguna Niguel. The profile area, shown on Figure LU-10, is generally bounded by the City of Laguna Hills to the north, Crown Valley Parkway to the south and east, and La Paz Road to the west.

The profile area is comprised primarily of residential uses. Most of the residential uses are relatively new and are characterized with mediterranean architectural themes. A small residential area in the northeastern portion of the profile area, is located outside of the City, within unincorporated Orange County. The only access to this area is through the City of Laguna Niguel. This area is proposed for annexation to the City of Laguna Niguel.

A 1.86 acre future commercial center is located south of Aliso Creek Road on Moulton Parkway. The largest recreation facility in the profile area is the private Club at Rancho Niguel. The Club is a recreation center that offers a wide array of recreational facilities. It is linked to surrounding Rancho Niguel neighborhoods by a series of riding and hiking trails. In addition to the Club, there are several other privately maintained recreation facilities within the profile area.

Sub Profile Analysis

A. Del Prado

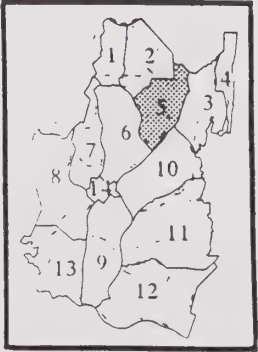
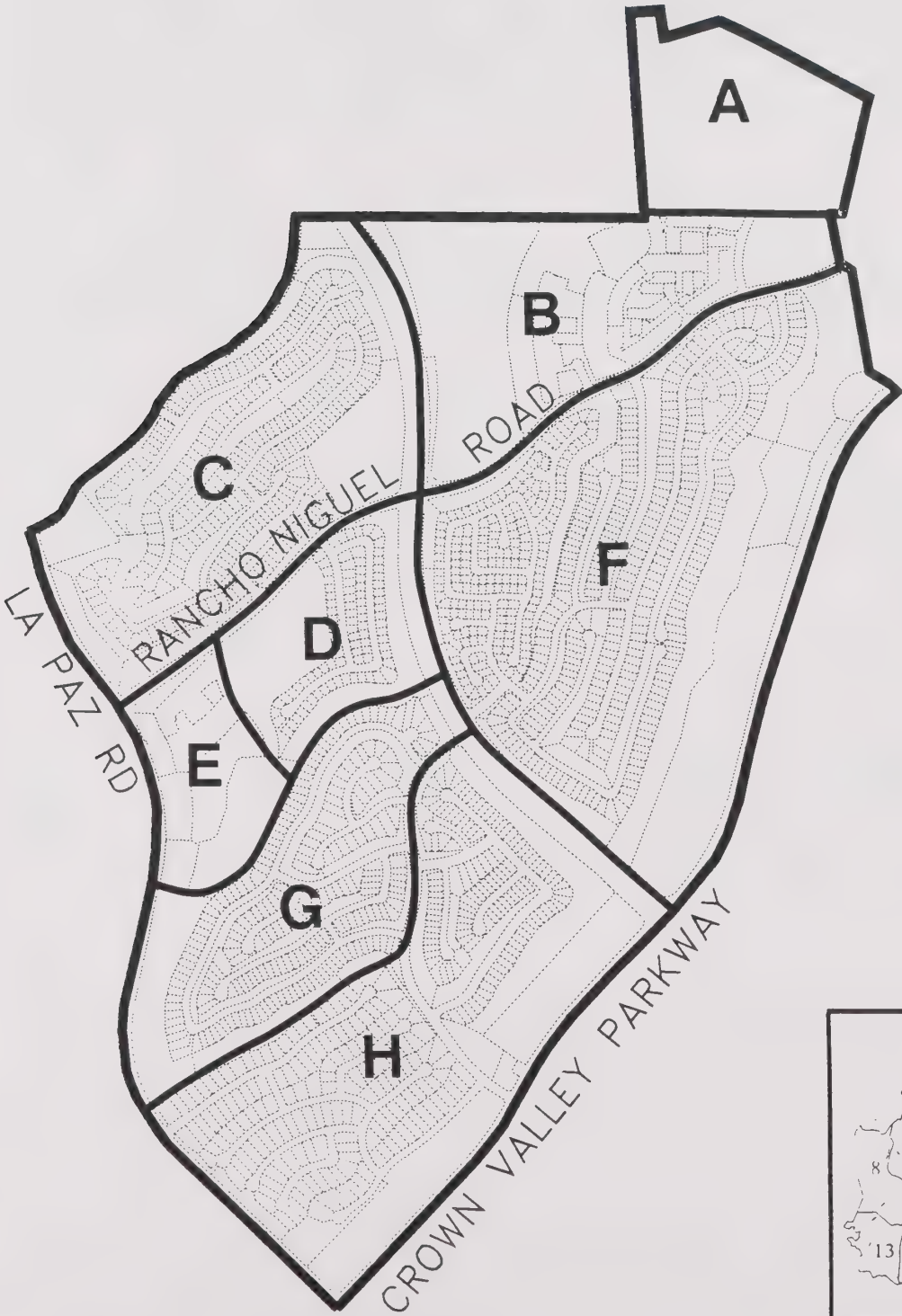
This area is located north of the City boundary in a small area of unincorporated Orange County. Annexation of this sub area into the City is likely as the developing residential complex has its only access through the City of Laguna Niguel. This area is designated Residential Attached and includes the Del Prado neighborhood with 196 existing units. A maximum of 248 additional attached units are projected for this sub area. The San Joaquin Hills Transportation Corridor will form the area's northern boundary.

B. Rancho Niguel North

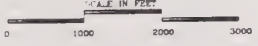
This sub area is designated Residential Attached and includes the neighborhoods of Ventanja, Mirador, Expressions, and Milano. Each area includes a private recreational facility. The area is built-out with 1,090 attached units.

COMMUNITY PROFILE AREA 5

Sub Profile Areas



LU-10



The City of
LAGUNA NIGUEL
General Plan

C. Rancho Niguel

This sub area includes Residential Detached, Neighborhood Commercial, Park and Recreation and Public/Institutional land uses. The bulk of the area is designated Residential Detached and includes a portion of the Rancho Niguel Community which is built-out with 233 units. The 6.1 acre private recreational area called The Club is designated Parks and Recreation. A maximum of 18,000 sq. ft. of Neighborhood Commercial use is projected for the planned center on Moulton Parkway, south of Aliso Creek Road. The Mission Lutheran Church, designated for Public/Institutional use, is located at Yosemite Road and La Paz Road.

D. Tampico

This area is designated both Residential Detached and Residential Attached. The detached residential area called Tampico is built-out with 92 units. The attached residential area is currently vacant, but a maximum of 154 attached dwelling units are projected.

E. Costa Brava

This area includes the neighborhood of Costa Brava and is designated Residential Attached. The area is developing and currently includes 32 units. A maximum of 160 additional attached units are projected for this sub area. This neighborhood includes its own private recreation area.

F. Rancho Niguel South

Within this sub area there are Residential Detached, Professional Office, Public/Institutional, and Parks and Recreation land uses. The residential area includes a portion of the Rancho Niguel Community and is built-out with 488 existing detached units. The Public/Institutional use is the Marian Bergeson Elementary School. Just south of the school site is the 3.4 acre, public Rancho Niguel Park which is designated Parks and Recreation. The Professional Office use is the 12,750 sq. ft. office building on Crown Valley Parkway. This sub area is completely built-out.

G. Nueva Vista North

This area is designated Residential Detached and includes a portion of the Rancho Niguel Community and the Estates at Rancho Niguel. The area currently includes 172 units and a maximum of 38 additional custom homes are projected for the sub area.

H. Crown Royale/Windrose

This area is designated Residential Detached, Residential Attached, Public/Institutional, and Open Space. The area includes the Crown Royale and Windrose neighborhoods. The detached residential area includes 280 units and the attached area includes 29 units. The Public/Institutional use is the San Diego Gas & Electric Company metering station on Crown Valley Parkway. This sub area is built-out.

COMMUNITY PROFILE AREA 5 STATISTICAL SUMMARY

	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Del Prado	196	444	248	0	0	0	
B. Rancho Niguel North	1,090	1,090	0	0	0	0	
C. Rancho Niguel	233	233	0	0	18,000	18,000	1, 2
D. Tampico	92	246	154	0	0	0	
E. Costa Brava	32	192	160	0	0	0	
F. Rancho Niguel South	488	488	0	12,750	12,750	0	
G. Nueva Vista North	172	210	38	0	0	0	
H. Crown Royale/Windrose	309	309	0	0	0	0	
TOTAL	2,612	3,212	600	12,750	30,750	18,000	
	Population			Employment			
TOTAL	6,138	7,548	1,410	91	127	36	

NOTES:

1. The Rancho Niguel Area contains the Mission Lutheran Church which is permitted a maximum additional development of 18,850 sq. ft. The church is not included in the Commercial square footage above.
2. The Rancho Niguel Area contains a pre-school with 40 students.

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
1. SDG&E Metering Station		1. Marian Bergeson Elementary School	1,036	1. Joint Use Park	
				2. Rancho Niguel	3.4
				3. The Club at Rancho Niguel	6.1

F. Community Profile Area 6

Setting

Community Profile Area 6 includes 794.8 acres and is located in the north-central area of Laguna Niguel. The profile area, shown on Figure LU-11, is generally bounded by the Aliso Creek Center to the north, Crown Valley Parkway to the south, Alicia Parkway to the west and La Paz Road to the east.

The profile area is situated along Kite Hill. The area has a hilly topography that provides distant views to the west and east. The hillsides along the eastern side are mostly unaltered. A significant amount of open space is provided.

The profile area consists of two distinct residential areas. An older more established residential neighborhood is located at the base of Kite Hill, along Ivy Glen Lane and Santa Maria Lane. A variety of architectural styles are reflected throughout the neighborhood. Most of the landscaping in the area is mature, providing a pleasant canopy of foliage over residential streets and homes. A more contemporary residential neighborhood is located along the top of Kite Hill. New residential development opportunities are available within the profile area.

The area has an open space character due to the presence of landscaped slope areas and a combination of public and private park and recreation facilities. The Laguna Niguel Regional Park, the Crown Valley Community Park and the Kite Hill Private Recreation facility are the dominate open space features in the profile area.

Sub Profile Area Analysis

A. Laguna Niguel Regional Park

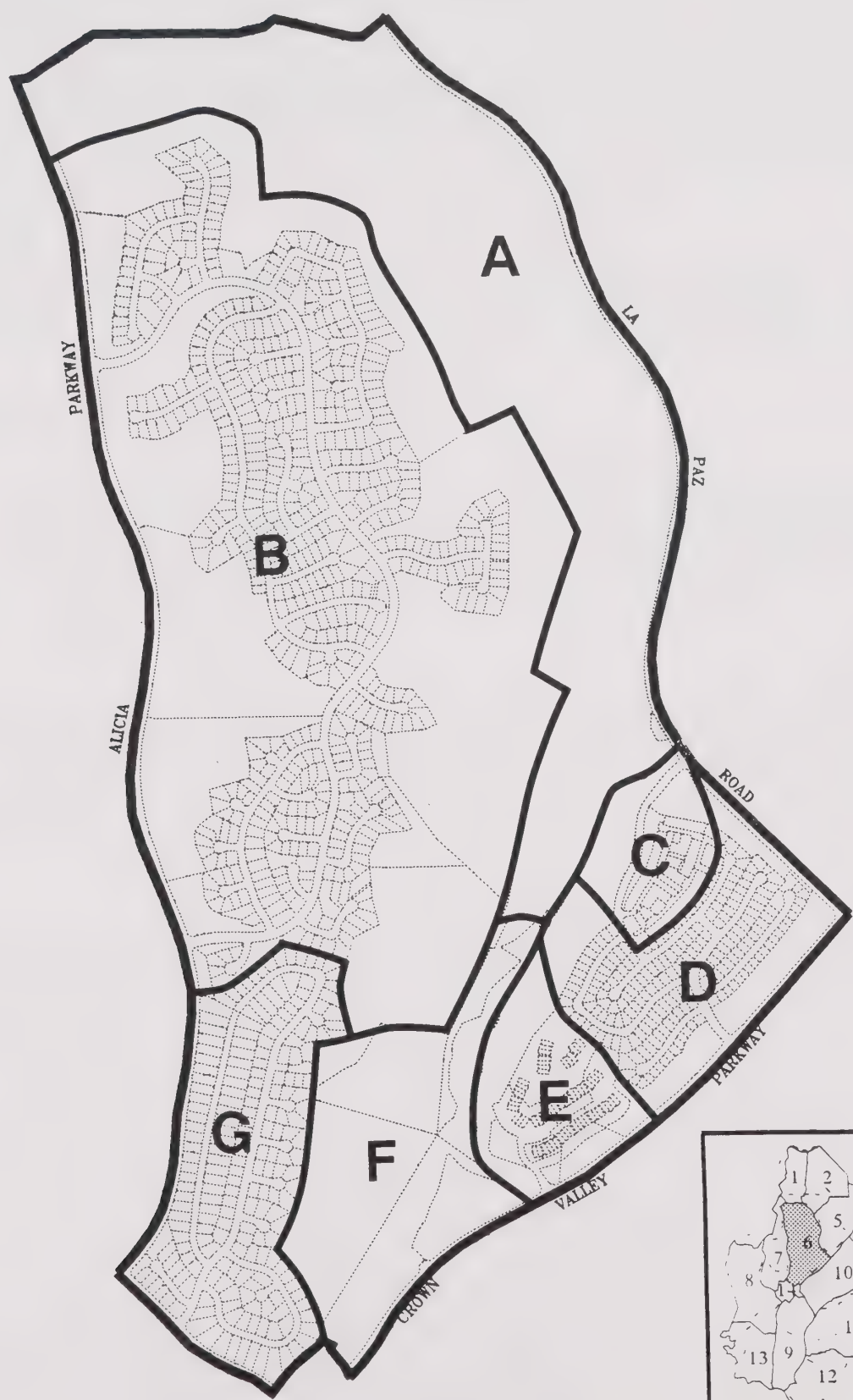
This area is designated Parks and Recreation and Open Space. The sub area includes the entire 174 acre Laguna Niguel Regional Park which offers both active and passive uses, as well as, Laguna Niguel's only lake. The park site has been fully improved and is maintained by the County of Orange.

B. Kite Hill

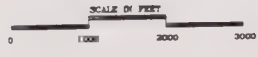
This area is designated Residential Detached, Public/Institutional, and Parks and Recreation. The area includes all of the Kite Hill neighborhood and the area's 10 acre private recreational facility. The sub area is mostly built-out with 619 units. However, a maximum of 11 additional detached units are projected for development. The Public/Institutional use is the Moulton Niguel facility on Alicia Parkway.

COMMUNITY PROFILE AREA 6

Sub Profile Areas



LU-11



The City of
LAGUNA NIGUEL
General Plan

C. Kings Road

This area is designated Residential Attached. The area is partially improved but no dwelling units have been completed. A maximum of 187 attached units are projected for this sub area.

D. Fieldstone

This area is designated Residential Detached and includes the Fieldstone Collection neighborhood. The area currently includes 182 units and a maximum of 30 additional units is projected.

E. Park Niguel

This sub area is designated Residential Attached and includes the neighborhood of Park Niguel. This neighborhood is built-out and includes 68 units. Adjacent to the Park Niguel development is an undeveloped area designated for attached residential use. A maximum of 9 additional attached units are projected for the sub area.

F. Crown Valley Community Park

The public Crown Valley Community Park encompasses 31 acres and is designated Parks and Recreation and Open Space. The park includes playing fields, a recreation building and community pool, a nature preserve and a gymnasium. The park is improved and is maintained by the City.

G. Ivy Glen Lane

This area is designated Residential Detached and includes one of the older neighborhoods in the City. The area currently has 161 dwelling units. Five lots are vacant and a maximum of five additional detached units are projected for the sub area.

COMMUNITY PROFILE AREA 6 STATISTICAL SUMMARY						
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
A. Laguna Niguel Regional Park	0	0	0	0	0	0
B. Kite Hill	619	630	11	0	0	0
C. Kings Road	0	187	187	0	0	0
D. Fieldstone	182	212	30	0	0	0
E. Park Niguel	68	77	9	0	0	0
F. Crown Valley Community Park	0	0	0	0	0	0
G. Ivy Glen Lane	161	166	5	0	0	0
TOTAL	1,030	1,272	242	0	0	0
	Population			Employment		
	2,421	2,990	569	15	15	0
TOTAL						
Public Facilities	Sq. Ft.	Schools		Parks	Acres	
1. Moulton - Niguel Regional Sewage Treatment Plant				1. Laguna Niguel Regional Park	174.0	
2. Gymnasium - Crown Valley Community Park	19,000			2. Crown Valley Community Park	31.0	
3. Moulton - Niguel Alicia Parkway Facility						

G. Community Profile Area 7

Setting

Community Profile Area 7 includes 490.2 acres and is located in the western area of Laguna Niguel. The profile area, shown on Figure LU-12, is generally bounded by Aliso Creek Road to the north, Pacific Island Drive to the south, Highlands Avenue to the west, and Alicia Parkway to the east.

The profile area has a rolling topography and is comprised predominantly of residential uses. A variety of architectural styles and mature landscaping is reflected throughout the area. This area is one of the oldest residential areas in Laguna Niguel.

Three public park sites provide public open space and recreational opportunities for residents. Most of the park sites are centrally located and are accessible to many residential neighborhoods. A segment of the Aliso and Wood Canyons Regional Park extends through the northern portion of the profile area. A number of trail linkage opportunities are available.

Sub Profile Area Analysis

A. Highlands North

Within this sub area there are Residential Detached, Public/Institutional, and Open Space land uses. The residential area is graded, however, no units have been constructed. A maximum of 186 units are projected for this sub area. The Public/Institutional land use represents the existing Church of Jesus Christ of Latter-Day Saints Church west of Alicia Parkway.

B. Laguna Crest/Knoll

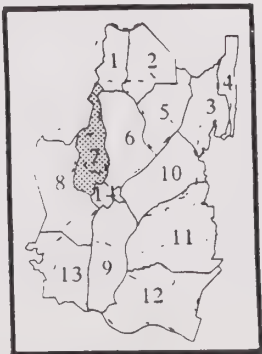
This area includes Residential Detached, Residential Attached and Parks and Recreation land uses. The detached residential area encompasses the Laguna Crest Estates and Laguna Crest Homes neighborhoods which currently include 97 units. A maximum of 137 additional detached units are projected for this sub area. The Residential Attached area is built-out and includes 69 units. This sub area also includes the 2.7 acre Clipper Way Park.

C. Niguel Vista/Foothill

This area is designated Residential Attached and Residential Detached. The attached residential area comprises the majority of the area and includes the neighborhoods of Alicia Park Apartments, Niguel Vista and the Foothills. The attached developments in the sub area are built-out and include 245 units. The detached residential area is currently vacant, and a maximum of four detached units are projected for the sub area.

COMMUNITY PROFILE AREA 7

Sub Profile Areas



LU-12



The City of
LAGUNA NIGUEL
General Plan

D. Pointe Niguel/Hampton Village

This area is designated Residential Attached and includes the neighborhoods of Pointe Niguel and Hampton Village. Each of the neighborhoods has their own private recreational facility. This sub area is built-out and includes 416 attached dwelling units.

E. Crown Valley Highlands

This area includes Residential Detached, Public/Institutional and Parks and Recreation land uses. The residential area includes 465 detached units. A maximum of 2 additional detached units are projected for this sub area. The sub area also includes two park sites, a private park at Niguel Road and Highlands Avenue and a one acre, public view park named Ridgeview Park. The Public/Institutional use adjacent to Niguel Road is the Seventh Day Adventist Church.

F. Niguel Woods

Residential Detached, Parks and Recreation, and Public/Institutional land uses exist within this sub area. The residential area is built-out and includes 126 detached units. The 4.1 acre Niguel Woods Park is a public park centrally located within the residential area. A private recreational facility is also located within the sub area. The Public/Institutional use is the Moulton Elementary School located in the western portion of the sub area. The area designated Parks and Recreation adjacent to the school site includes the playing fields adjacent to the school.

COMMUNITY PROFILE AREA 7 STATISTICAL SUMMARY

	Residential (DUs)			Commercial (Sq. Ft.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Highlands North	0	186	186	0	0	0	1
B. Laguna Crest/Knoll	166	303	137	0	0	0	
C. Niguel Vista/Foothill	245	249	4	0	0	0	
D. Pointe Niguel/Hampton Village	416	416	0	0	0	0	
E. Crown Valley Highlands	465	467	2	0	0	0	2
F. Niguel Woods	126	126	0	0	0	0	
TOTAL	1,418	1,747	329	0	0	0	

	Population			Employment			
TOTAL	3,332	4,105	773	39	39	0	

NOTES:

- Highlands North includes the Church of Jesus Christ of Latter-Day Saints Church with a maximum permitted development of 27,600 sq. ft.
- Crown Valley Highlands includes the Seventh Day Adventist Church with a maximum permitted development of 24,388 sq. ft. (The churches are not included in the Commercial square footage above.)

Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres
		1. Moulton Elementary	1,057	1. Ridgeview	1.0
				2. Niguel Woods	4.1
				3. Clipper Way	2.7

H. Community Profile Area 8

Setting

Community Profile Area 8 includes 1,001.7 acres and is located in the far western portion of Laguna Niguel. The profile area, shown on Figure LU-13, is bounded by the Aliso and Wood Canyons Regional Park to the north and west, Sea View Park and Club House Drive to the south and Highlands Avenue and Crown Valley Parkway to the east. The western portion of the profile area is located within the Coastal Zone. The Aliso Creek Local Coastal Program (LCP) is the LCP that applies to the Coastal Zone portion of this profile area.

The profile area is comprised primarily of residential uses located to the east of the Aliso and Wood Canyons Regional Park. Most of the residential uses are terraced along the coastal hillsides. The profile area includes both residential detached and residential attached dwelling units. New residential development opportunities are available. Because of the area's hilly topography, pedestrian circulation within the profile area is limited. Open space opportunities are provided by a public park site and private recreation facilities.

Sub Profile Area Analysis

A. Jamaica/Capri

This area is designated Residential Attached and Public/Institutional and includes the Jamaica and Capri developments. Both neighborhoods are built-out and include a total of 255 dwelling units. Each neighborhood has a private recreational area. The Public/Institutional use is a water storage tank.

B. Niguel Road West

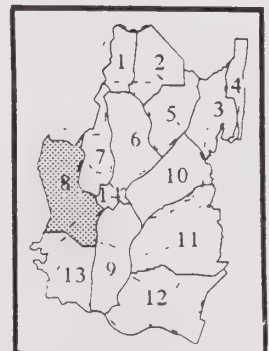
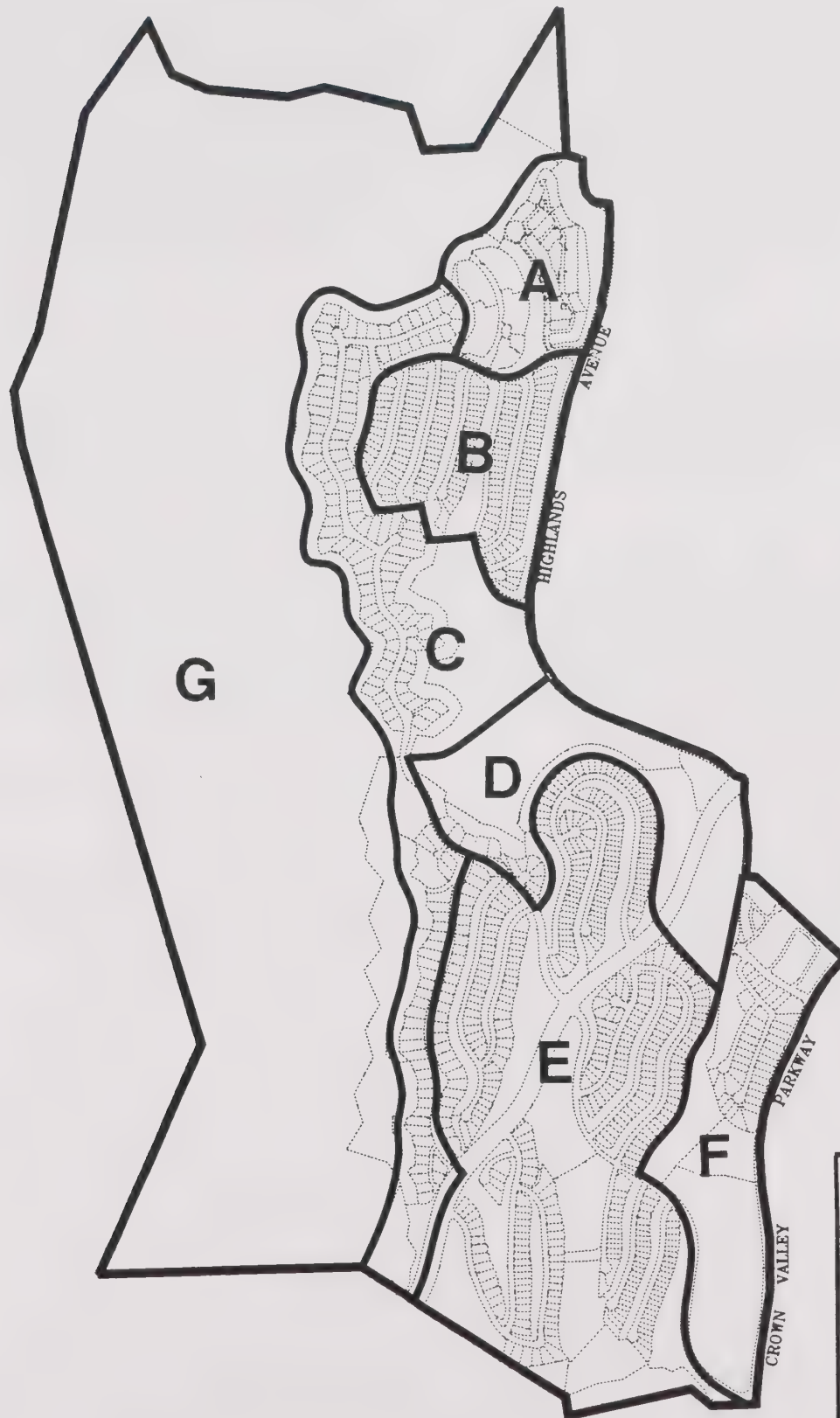
This area is designated Residential Detached. The area includes a portion of the Niguel Summit neighborhood which currently includes 148 detached units. A maximum of one additional detached dwelling unit is projected for this sub area.

C. Pamillia/Coronado Point

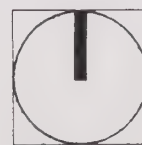
This sub area is designated Residential Detached and Open Space and includes the neighborhoods of Pamillia and Coronado Point. The area has a mix of tract and custom homes and currently includes 61 units. A maximum of 73 additional detached units are projected for this sub area. The Highlands Open Space area, a 20-acre City-owned open space area, is centrally located within this sub area and the Side Canyon Open Space area, a 17.7-acre County-owned open space area, is located in the southern portion of this sub area.

COMMUNITY PROFILE AREA 8

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-13

SCALE OF FEET
0 1000 2000 3000

COMMUNITY PROFILE AREA 8 STATISTICAL SUMMARY						
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)		
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth
A. Jamaica/Capri	255	255	0	0	0	0
B. Niguel Road West	148	149	1	0	0	0
C. Pamillia/Coronado Point	61	134	73	0	0	0
D. Niguel Summit II	171	176	5	0	0	0
E. Niguel Summit	435	442	7	0	0	0
F. Crown Cove/Country Club Villas	429	429	0	0	0	0
TOTAL	1,499	1,585	86	0	0	0
TOTAL	Population			Employment		
	3,523	3,725	202	0	0	0
Public Facilities	Sq. Ft.	Schools	Students	Parks		Acres
1. Water Storage Tank				1. Highlands OS		20.0
				2. Side Canyon OS		17.7

I. Community Profile Area 9

Setting

Community Profile Area 9 includes 791.7 acres and is located in the south-central area of Laguna Niguel. The profile area, shown on Figure LU-14, is bounded by the Town Center to the north, the City of Dana Point to the south, Crown Valley Parkway to the west and Niguel Road to the east.

The western portion of the profile area is a golf course-oriented residential community. Both attached and detached residential uses are situated around the fairways and greens of the El Niguel Golf Course. Some new residential development opportunities are available. Two public parks, Salt Creek Regional Park and Seminole Park, and a series of private recreational facilities are provided in the profile area. The regional park provides an open space corridor that offers a number of recreational opportunities. A Class I Bikeway is planned within the Salt Creek corridor.

Two Neighborhood Commercial centers are located in the eastern portion of the subarea along Niguel Road.

Sub Profile Area Analysis

A. Paseo del Campo

This area is designated Residential Detached and Residential Attached and is one of the earliest development areas in Laguna Niguel. The Residential Detached area, located adjacent to the El Niguel Golf Course, includes 263 units. There are 130 units in the Residential Attached area. This sub area is built-out.

B. Greens East

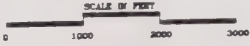
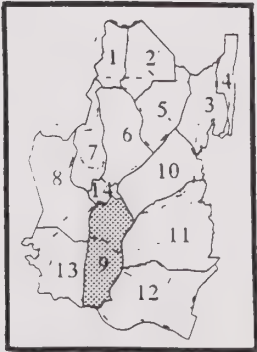
This sub area includes Residential Detached and Parks and Recreation land uses. The residential area is built-out and includes 30 detached units. The existing homes line the eastern boundary of the El Niguel Golf Course which represents the Parks and Recreation land use.

C. El Niguel Heights

This sub area includes Residential Detached, Parks and Recreation, and Open Space land uses. The residential area is El Niguel Heights neighborhood which includes 251 detached units. The 2.2 acre, Seminole Park is a public park within this sub area. The area also includes islands of open space within the residential area.

COMMUNITY PROFILE AREA 9

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan

LU-14

D. Club House Corner

This sub area is designated Neighborhood Commercial. Club House Corner is the neighborhood center located the northwest corner of the intersection of Niguel Road and Club House Drive. The center includes 18,470 sq.ft. of Neighborhood Commercial uses. This sub area is built-out.

E. Club House South

This area includes several land uses including Residential Detached, Residential Attached, and Parks and Recreation. The El Niguel Golf Course, designated for Parks and Recreation uses, is the largest land use in the sub area and has residential areas to the east and west. Adjacent to the golf course is the private Laguna Niguel Racquet Club and El Niguel Country Club. The residential area is built-out and includes 319 attached units and 66 detached units.

F. Crest de Ville/South Peak

This area includes Residential Detached, Parks and Recreation, and Open Space land uses. The residential area includes the neighborhoods of Crest de Ville and South Peak. The neighborhood is almost built-out and currently includes 300 units. A maximum of 14 additional detached units are projected for this sub area. A private recreation facility is located in the northern portion of this sub area. The Salt Creek Regional Park is located along the eastern side of the sub area.

G. Club House Plaza

Club House Plaza is the Neighborhood Commercial center located at the southwest corner of Niguel Road and Club House Drive. The center is built-out and includes 46,350 sq.ft. of Neighborhood Commercial uses.

COMMUNITY PROFILE AREA 9 STATISTICAL SUMMARY							
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Paseo del Campo	393	393	0	0	0	0	
B. Greens East	30	30	0	0	0	0	
C. El Niguel Heights	251	251	0	0	0	0	
D. Club House Corner	0	0	0	18,470	18,470	0	
E. Club House South	385	385	0	0	0	0	1
F. Crest de Ville/South Peak	300	314	14	0	0	0	
G. Club House Plaza	0	0	0	46,350	46,350	0	2
TOTAL	1,359	1,373	14	64,820	64,820	0	
	Population			Employment			
TOTAL	3,194	3,227	33	138	138	0	
NOTES							
1. The Clubhouse South area includes the Laguna Niguel Racquet Club and El Niguel Country Club.							
2. The Club House Plaza area includes a pre-school with 115 students.							
Public Facilities	Sq. Ft.	Schools	Students	Parks		Acres	
				1. Salt Creek Regional Park		99.5	
				2. Seminole Park		2.2	

J. Community Profile Area 10

Setting

Community Profile Area 10 includes 809.3 acres and is located in the eastern portion of Laguna Niguel. The profile area, shown on Figure LU-15, is generally bounded by Crown Valley Parkway and the Street of the Golden Lantern to the north, the Marina Hills development to the south, Niguel Road to the west and the City boundary and the City of San Juan Capistrano to the east.

The profile area is comprised mainly of residential land uses. Most of the residential uses are relatively new, however, a more established neighborhood is located in the northeastern portion of the profile area.

Profile Area 10 contains several open space corridors and ridges. The corridors and ridges provide both recreational opportunities and aesthetic relief to residents in the area. In addition, six park sites and two school sites also provide open space and recreational opportunities.

Sub Profile Area Analysis

A. Adelanto

This area includes Public/Institutional, Parks and Recreation, Residential Detached, and Residential Attached land uses. The sub area includes three sites designated for Public/Institutional uses. The Public/Institutional uses are the Crown Valley Elementary School on Adelanto Drive, the Child Care facility on La Plata Drive, and St. Timothy's Catholic Church on Via San Sebastian (St. Timothy's backs up onto Crown Valley Parkway). The area also includes the 5.1 acre, public park known as La Plata Park. The detached residential area is built-out with 922 units. The attached residential area is also built-out and includes 34 units.

B. The Grove Shopping Center

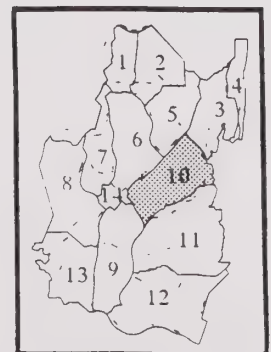
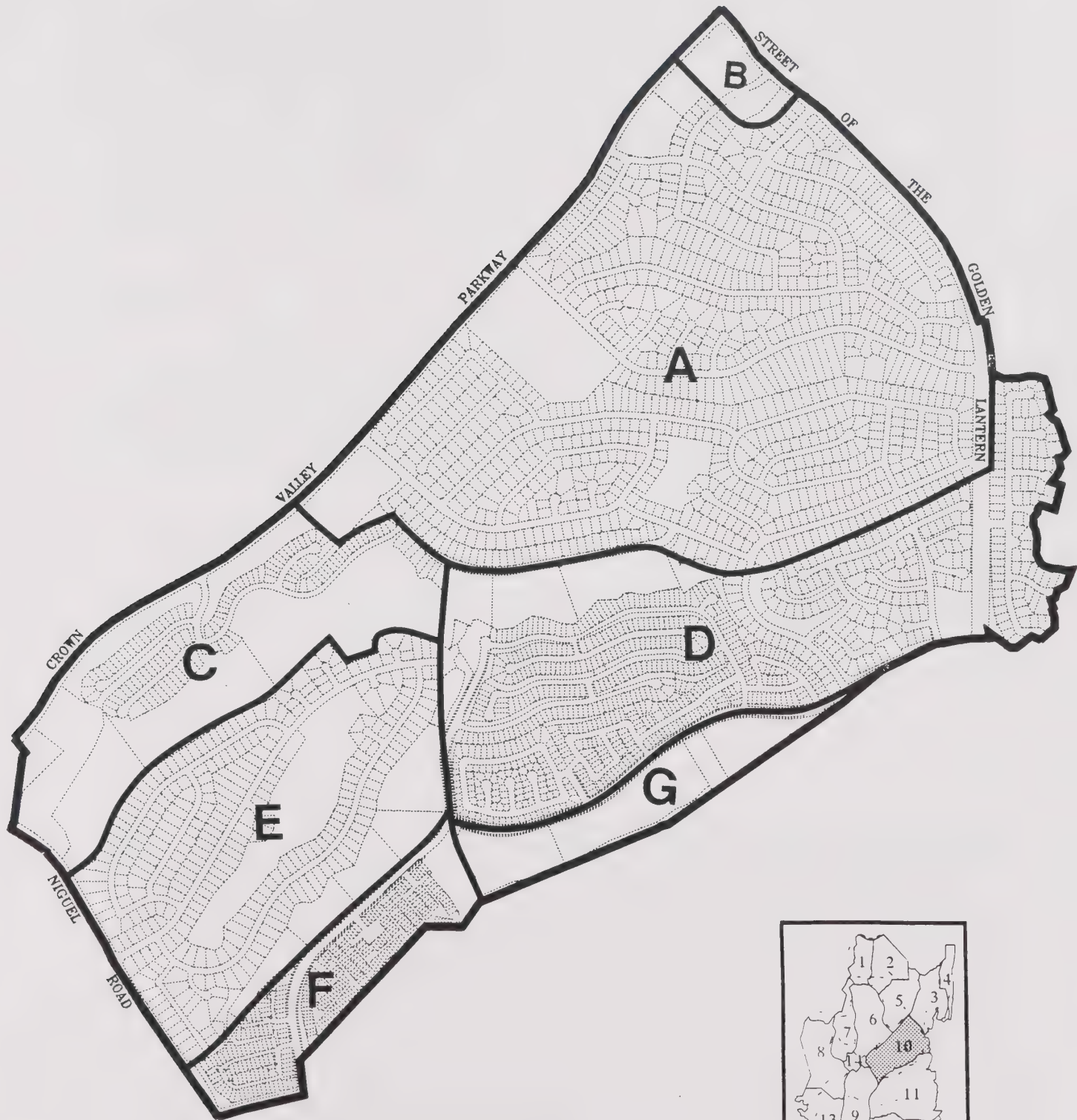
This sub area is designated Neighborhood Commercial and includes The Grove Shopping Center. The center is built-out with 45,560 sq. ft. of Neighborhood Commercial uses.

C. Chatelain

This area is designated Residential Detached, Residential Attached, and Open Space. The detached residential area, known as Chatelain, is in the process of developing and currently includes 68 units. A maximum of 52 additional units are projected in the detached area. The attached residential area, Crown Terrace, is built-out and includes 176 units and a private recreation facility. The sub area also includes an Open Space area southeast of the existing residential developments.

COMMUNITY PROFILE AREA 10

Sub Profile Areas



LU-15

SCALE IN FEET
0 1000 2000 3000

The City of
LAGUNA NIGUEL
General Plan

D. Hidden Hills North

This area includes Residential Detached, Parks and Recreation, and Open Space land uses. The majority of the sub area is detached residential and includes the Vista Monte, Somerset Pointe, and a portion of the Laguna Heights neighborhoods. These developments are mostly built-out and include 653 detached units. A maximum of 100 additional detached units are projected for this sub area. Hidden Hills Neighborhood Park is a 2.4 acre site located at Street of the Golden Lantern and Hidden Hills Road. Two private parks, Niguel Ranch #1 and Niguel Ranch #2, are located on Niguel Ranch Drive. The Open Space area includes the slope area north of Stonegate Lane and west of Niguel Ranch Drive.

E. La Hermosa

This area is designated Residential Detached, Parks and Recreation, and Open Space. The residential area is one of Laguna Niguel's oldest neighborhoods and is built-out with 316 units. In the center of the neighborhood is a 17.5 acre area called La Hermosa Park, but the area only includes .5 acre of useable parkland. There is an Open Space area located in the eastern portion of the sub area adjacent to Niguel Ranch Drive.

F. Niguel Ranch Drive

This area is designated Residential Attached, Residential Detached, and Parks and Recreation. The attached residential is comprised of the Camden Court neighborhood area and includes 189 attached units. The detached residential area includes the Altamar neighborhood with 90 units. Both residential areas are built-out. The sub area also includes a private recreation area.

G. Hidden Hills South

This sub area includes Residential Attached, Parks and Recreation, and Public/Institutional land uses. The attached residential area is the Windridge Apartment development which is built-out with 344 units. The Parks and Recreation land use refers to the 2 acre public park, called Sandling Park. Additionally, the area includes the future site of an elementary school, which is designated for Public/Institutional use.

COMMUNITY PROFILE AREA 10 STATISTICAL SUMMARY							
	Residential (DUs)			Commercial (Sq. Ft.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Adelanto	956	956	0	0	0	0	1,2,3,4
B. The Grove Center	0	0	0	45,560	45,560	0	
C. Chatelain	244	296	52	0	0	0	
D. Hidden Hills North	653	753	100	0	0	0	
E. La Hermosa	316	316	0	0	0	0	
F. Niguel Ranch Drive	279	279	0	0	0	0	
G. Hidden Hills South	344	344	0	0	0	0	
TOTAL	2,792	2,944	152	45,560	45,560	0	
	Population			Employment			
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
TOTAL	6,561	6,918	357	163	189	26	
NOTES: 1. The Adelanto area contains two pre-schools with a total of 205 students. 2. The Adelanto area contains the First Church of Christ Science and Reading Room which has a maximum permitted development of 8,286 sq. ft. 3. The Adelanto area contains the St. Timothy's Catholic Church which has a maximum permitted development of 42,270 sq. ft. 4. The Adelanto area contains Crown Valley Community Church which has a maximum permitted development of 5,925 sq. ft. The churches are not included in the commercial square footage above.							
Public Facilities	Sq. Ft.	Schools		Students	Parks		Acres
		1. Crown Valley Elementary		1,288	1. La Plata Park		5.1
		2. Future Elementary		703	2. Hidden Hills		2.4
					3. La Hermosa Park		.5
					4. Niguel Ranch Park #1		2.0
					5. Niguel Ranch Park #2		3.0
					6. Sandling Park		2.0

K. Community Profile Area 11

Setting

Community Profile Area 11 includes 1292.5 acres and is located in the southeastern area of Laguna Niguel. The profile area, shown on Figure LU-16 is generally bounded by Hidden Hills Road to the north, Beacon Hill Way to the south, Niguel Road to the west and the City boundary and the City of San Juan Capistrano to the east.

The profile area consists predominantly of residential uses situated around the 293-acre Salt Creek Regional Park. The Salt Creek Regional Park includes a broad canyon, surrounded on three sides by development. It is characterized by a deeply cut channel and rolling grassland. This area serves as natural open space.

Located immediately east of the Salt Creek Regional Park, is the 114-acre Chapparosa Community Park. The community park provides views of the surrounding hills and access into the Salt Creek Regional Park. The park features baseball and softball fields, basketball courts, volleyball courts and number of equestrian, bike and hiking trails and picnic areas.

Sub Profile Area Analysis

A. Marina Hills Drive North Residential Attached

This area is designated Residential Attached and Public/Institutional. The attached residential area is built-out and includes the Hidden Hills and Laguna Serrano Apartments and Crystal Cay neighborhoods with 1,287 units and five private recreation areas. The Public/Institutional use is the water storage tank.

B. Marina Hills Drive North

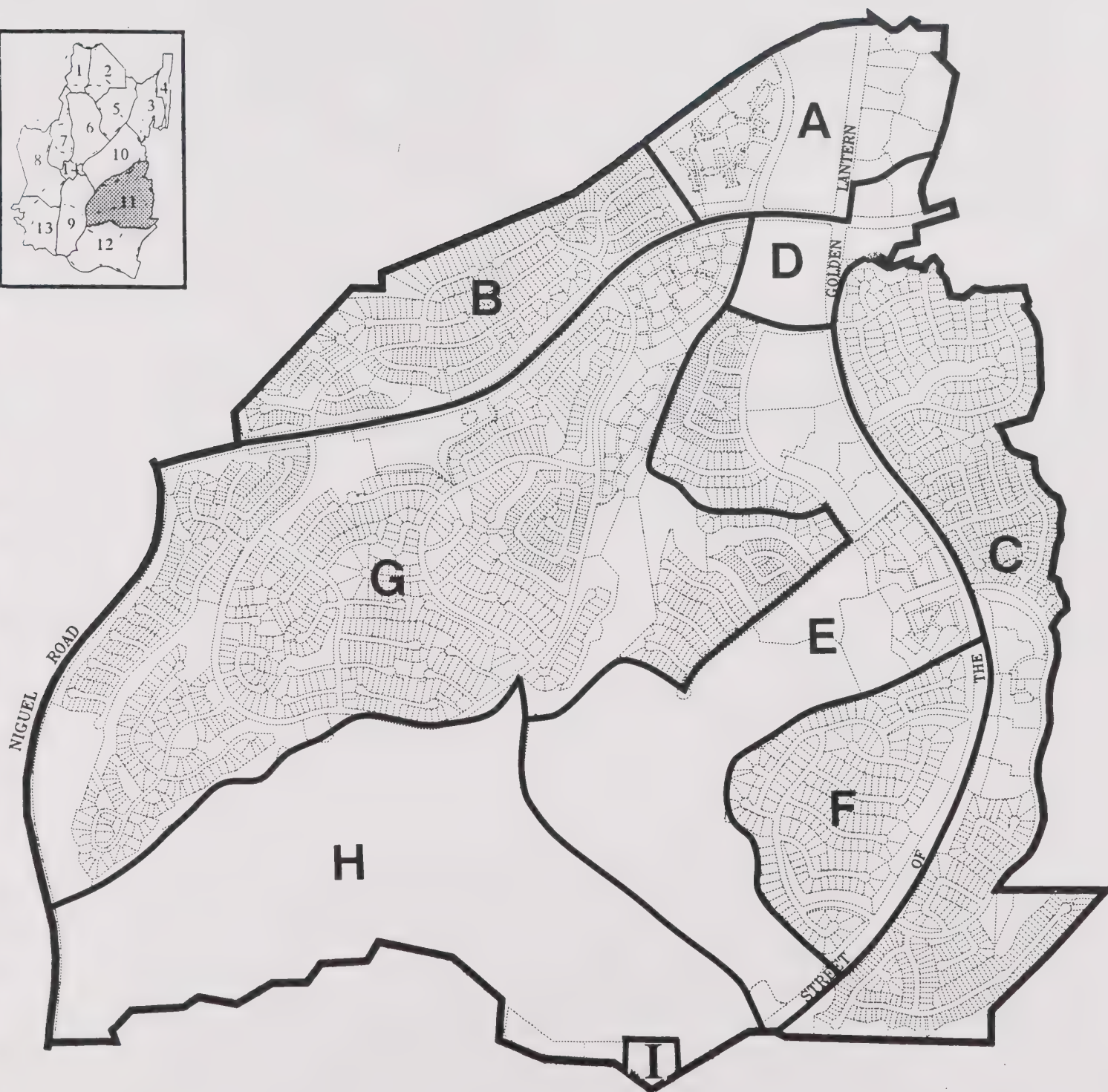
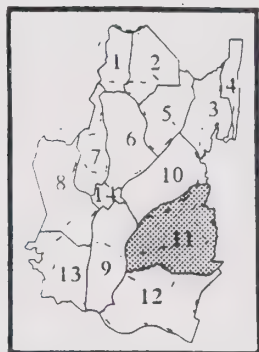
This sub area includes Residential Detached and Residential Attached land uses. The majority of the residential area is comprised of the Terracina detached residential neighborhood. The residential detached area is built-out and includes 200 units. The attached residential area is the Monaco development which includes 122 units. A maximum of 6 additional attached units is projected for the Monaco project.

C. Street of the Golden Lantern East

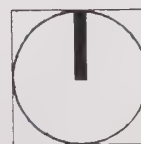
This sub area includes both Residential Detached and Residential Attached land uses. The detached residential area includes a portion of the Sea Breeze, Mariners Bluff and Summer Walk neighborhoods which currently have 570 units. The attached residential area is the Niguel Point neighborhood which is built-out with 138 units and a private recreation area. The projected maximum future development for this sub area is an additional 47 detached units.

COMMUNITY PROFILE AREA 11

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-16

SCALE IN FEET
0 1000 2000 3000

D. Marina Hills Drive Commercial

This area is designated Community Commercial. The existing Laguna Heights Shopping Center includes 144,330 sq. ft. of Community Commercial uses. A maximum of 3,000 sq. ft. of additional Community Commercial uses are projected for the Laguna Heights Shopping Center site. The area north of Camino Los Padres and east of Golden Lantern, designated for Community Commercial use, is currently not developed. A maximum of 68,440 sq. ft. of Community Commercial use is projected for that site. The Community Commercial area south of Camino Los Padres and east of Golden Lantern, is also currently not developed. A maximum of 34,020 sq. ft. of Community Commercial uses are projected for that site.

E. Street of the Golden Lantern West

This area includes Residential Attached, Residential Detached, Public/ Institutional, Parks and Recreation, and Open Space land uses. The residential attached area includes the Seaside Meadows Apartments, Palm Court and Saltaire neighborhoods. The attached developments are built-out with a total of 950 units. The detached residential area is also built-out with 30 units. The Public/Institutional uses are the George White Elementary School and the Fire Station. The area also includes the 114 acre, Chapparosa Community Park. Of the 114 acres, the park includes 23.3 acres of improved park and recreation area and 90.7 acres of open space.

F. Palisades

This area is designated Residential Detached and includes a portion of the Palisades neighborhood. The neighborhood is built-out and includes 206 units and two public parks, Reef View Node (3 acres) and Redondo (1 acre) Parks. These two parks are part of Chapparosa Community Park.

G. Marina Hills

The Marina Hills sub area includes Residential Detached, Residential Attached, Parks and Recreation, and Open Space land uses. The majority of the sub area is designated for Residential Detached use and includes the Terracina, Amarante, and Vistara neighborhoods. There are currently 410 detached units. A maximum of 268 additional detached units are projected for the sub area. The Residential Attached area includes the Monaco, Sienna, Encore, and Chandon neighborhoods. Currently, there are 445 attached units with a maximum of 257 additional attached units projected for the sub area. Within the sub area there is the 6.5 acre public park called Marina Hills Park and three smaller recreation areas. A private recreation facility is also provided for Marina Hills residents. The Open Space area is located adjacent to Niguel Road.

H. Salt Creek Regional Park

This area is designated Open Space and includes the Salt Creek Regional Park. The regional park area within this sub area is 207 acres.

I. Beacon Hill and Golden Lantern

This area is designated Community Commercial; Professional Office and Open Space. The sub area is currently vacant and the baseline permitted floor area ratio within the sub profile area is .35, which would allow 19,250 sq. ft. of new development. Specific developments may be permitted to exceed the baseline floor area ratio of .35, if the applicant can demonstrate that the additional traffic resulting from the increase in intensity will not cause the City's Growth Management Threshold Standard for traffic level of service to be violated. The maximum permitted floor area ratio within the sub profile area is .60.

COMMUNITY PROFILE AREA 11 STATISTICAL SUMMARY							
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Marina Hills Dr. North - Res Att.	1,287	1,287	0	0	0	0	
B. Marina Hills Drive North	322	328	6	0	0	0	
C. St of the Golden Lantern East	708	755	47	0	0	0	
D. Marina Hills Dr. Commercial	0	0	0	144,330	249,790	105,460	1
E. St of the Golden Lantern West	980	980	0	0	0	0	
F. Palisades	206	206	0	0	0	0	
G. Marina Hills	855	1,380	525	0	0	0	
H. Salt Creek Park	0	0	0	0	0	0	
I. Beacon Hill & G.L.	0	0	0	0	19,250	19,250	
TOTAL	4,358	4,936	578	144,330	269,040	124,710	
	Population			Employment			
TOTAL	10,241	11,599	1,358	346	626	280	
NOTES:							
1. This area is projected to contain a pre-school with 100 students.							
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres		
1. Fire Station	10,000	1. George White Elementary	795	1. Salt Creek Regional Park	207.0		
2. Water Storage Tank				2. Marina Hills Park	6.5		
				3. Chapparosa Park	110		
				4. Reef View Node	3.0		
				5. Redondo	1.0		

L. Community Profile Area 12

Setting

Community Profile Area 12 includes 1213.3 acres and is located in the southeastern area of Laguna Niguel. The profile area, shown on Figure LU-17, is generally bounded by Beacon Hill Way to the north, the City of Dana Point to the south, Niguel Road to the west and the City of San Juan Capistrano to the east.

The profile area is situated along a series of rolling hills with distant views of the ocean and surrounding hills. It consists predominantly of Residential Detached uses. Additional residential and commercial development opportunities are available within the profile area. The profile area includes a number of public and private park sites and recreational facilities. Portions of the Salt Creek Regional Park are adjacent to the profile area. A network of riding and hiking trails and bikeways provides linkages to many recreational facilities.

Sub Profile Area Analysis

A. Bear Brand Ranch

This area includes Residential Detached, Parks and Recreation, and Open Space land uses. The sub area includes the custom home neighborhood of Bear Brand Ranch which currently has 92 dwelling units. A maximum of 66 additional detached units are projected for the sub area. Of those 66 units, 24 units are located in the 98.4 acre area in the eastern portion of the sub area. A maximum of one unit per four acres is projected for that portion of the sub area. Within the Bear Brand Ranch there is a 9 acre public park called Bear Brand Ranch View Park. The northern portion of the sub area includes an Open Space area.

B. Cameray Point/Andorra

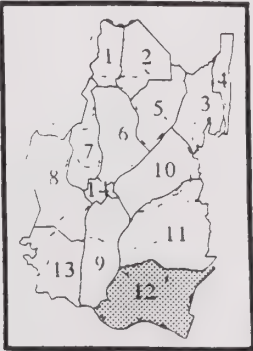
This sub area is designated both Residential Attached and Residential Detached. The attached residential area includes the Cameray Point development which includes 64 units. A maximum of 50 additional units are projected for the residential attached area. The detached residential area includes the Andorra neighborhood which currently has 27 units. A maximum of 27 additional detached units are projected for the sub area.

C. Bear Brand East

This sub area is designated for Residential Detached, Parks and Recreation, and Open Space land uses. The residential area includes a portion of the Bear Brand area and currently includes 165 units. A maximum of 101 additional detached units are projected for this sub area. The southern portion of the sub area includes Bear Brand Mini Park a 1.1 acre improved recreation area and an 11.8 acre Open Space area.

COMMUNITY PROFILE AREA 12

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-17



D. Bear Brand West

This area is designated Residential Detached and includes the majority of the Bear Brand area. There are currently 62 detached units and a maximum of 388 additional detached units are projected for the sub area. A private recreation area is provided for the residents.

E. Beacon Hill

This sub area includes Residential Detached, Residential Attached, Parks and Recreation, Public/Institutional and Open Space land uses. The detached area is built-out and includes the Beacon Hill neighborhood which has a total of 574 units. The attached residential area, which includes a portion of Windrift and Seawatch neighborhoods, is also built-out with 290 units. Several parks are provided in the sub area, the largest is the 5 acre public Beacon Hill Park on Beacon Hill Way. The Public/Institutional use is an electrical sub station. There are Open Space areas in the central and eastern portions of the sub area.

F. San Marin/Windrift

This area has Residential Detached, Residential Attached, Parks and Recreation, Public/Institutional, and Open Space land uses. The detached residential area, known as San Marin, is currently being developed and includes 5 units. A maximum of 31 additional detached units are projected for the sub area. The attached residential area is built-out and includes a portion of the Windrift neighborhood which has 136 units. The area includes the future John S. Malcom Elementary School site. The 1.7 acre Charles Avenue Park is located adjacent to Charles Road. To the south and west, the sub area is bounded by slope areas designated Open Space.

G. Beacon Hill Commercial Center

This sub area is designated for Neighborhood Commercial use. The area is currently vacant and a maximum of 21,000 sq. ft. of Neighborhood Commercial uses are projected for the sub area.

H. Bear Brand Hill

This area is designated Residential Detached, Residential Attached, Parks and Recreation, Public/Institutional and Open Space. The detached residential area includes the Sea Call and a portion of the San Marin neighborhoods with 207 existing units. In the eastern portion of the sub area a maximum of 112 additional detached units are projected. The attached residential area is built-out and includes the neighborhood of Le St. Tropez with a total of 105 attached units. The sub area includes one private recreation facility. The Public/Institutional use is a Moulton-Niguel facility. Open Space areas are located in the western portion of the sub area in the Salt Creek Regional Park and along Niguel Road and Camino del Avion.

I. Bear Brand Residential Attached

This area includes Residential Attached, Public/Institutional, and Parks and Recreation land use designations. The attached residential area includes Riviera, The Breakers, and the future Stoney Point development with 196 existing attached units. A maximum of 175 additional attached units are projected for this sub area. A future elementary school will be located on Bear Brand Road. The 15 acre Bear Brand Park is a public park located on Park Road.

J. Ocean Ranch II

This area is designated Community Commercial. The sub area is currently vacant and has a maximum projected development of 186,927 sq.ft. of Community Commercial uses.

COMMUNITY PROFILE AREA 12 STATISTICAL SUMMARY							
	RESIDENTIAL (Dus)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Bear Brand	92	158	66	0	0	0	
B. Cameray Point/Andorra	91	168	77	0	0	0	
C. Bear Brand East	165	266	101	0	0	0	
D. Bear Brand West	62	450	388	0	0	0	
E. Beacon Hill	864	864	0	0	0	0	
F. San Marin/Windrift	141	172	31	0	0	0	
G. Beacon Hill Commercial Center	0	0	0	0	21,000	21,000	
H. Bear Brand Hill	312	424	112	0	0	0	
I. Bear Brand Res Attached	196	371	175	0	0	0	
J. Ocean Ranch II (1)	0	0	0	0	186,927	186,927	1
TOTAL	1,923	2,873	950	0	207,927	207,927	
	Population			Employment			
TOTAL	4,519	6,752	2,233	0	578	578	
NOTES:							
1. Ocean Ranch II is projected to contain a 1600 seat movie theater. The movie theater is included in the commercial square footage.							
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres		
1. Moulton - Niguel Water Facility		1. Future Elementary	674	1. Beacon Hill Park	5.0		
2. Electrical Substation		2. Future Elementary	700	2. Bear Brand Park	15.0		
				3. Bear Brand Mini Park	1.1		
				4. Charles Avenue Park	1.7		
				5. Bear Brand Ranch View Park	9.0		

M. Community Profile Area 13

Setting

Community Profile Area 13 includes 648.75 acres and is located in the southwestern portion of Laguna Niguel. The profile area, shown on Figure LU-18, is generally bounded by Sea View Park and Club House Drive to the north, the cities Dana Point and Laguna Beach to the south, Aliso and Wood Canyons Regional Park to the west, and Crown Valley Parkway to the east. A portion of the profile area is within the area covered by the South Laguna Specific Plan, which is the Local Coastal Program for the southern part of the City of Laguna Niguel.

The profile area consists predominantly of residential land uses situated along coastal hills and canyons. Expansive ocean views are provided to the west. A coastal influence is reflected throughout the profile area. A number of private recreational facilities are provided. Two County operated parks offer passive recreational opportunities along the ridgelines overlooking the Pacific Ocean.

Sub Profile Area Analysis

A. Laguna Sur/Monarch Point

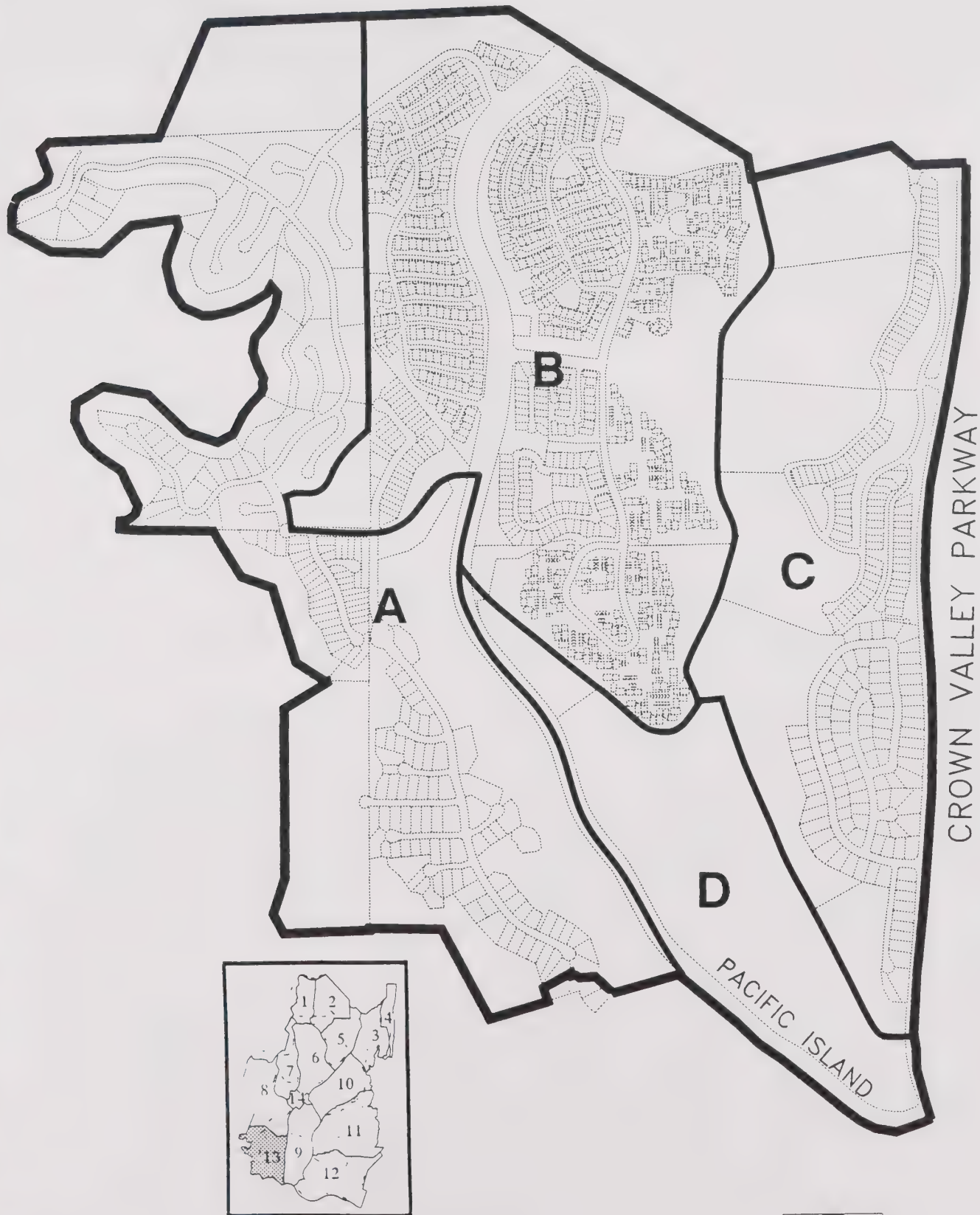
This area includes Residential Detached, Residential Attached, Public/Institutional, Parks and Recreation, and Open Space land uses. The detached residential area includes the custom home neighborhoods of Laguna Sur and Monarch Point which have 90 existing units and a private recreation facility. A maximum of 63 additional detached units are projected for the Laguna Sur and Monarch Point neighborhoods. The attached residential area is within the Laguna Sur neighborhood and is built-out with 353 units and a private recreation facility. The Binion property, located to the west of the Monarch Point neighborhood is currently vacant and is designated Residential Reserve. The Residential Reserve designation indicates that the site is reserved for future residential use, but that the character (attached vs. detached) and intensity of the residential use will be determined during review of the proposed Tentative Tract Map. A project level Environmental Impact Report (EIR) is being prepared for a proposed Tentative Tract Map which evaluates land use intensity alternatives ranging from no physical development to 95 residential attached units. The final determination regarding the land use intensity on the Binion property will be made following the public hearings on the proposed Tentative Tract Map. A General Plan Amendment will be processed concurrently with the project to replace the Residential Reserve designation with a specific land use designation and intensity limitation. The Public/Institutional land use in the southeast portion of the sub area is a water storage tank. Open Space areas within the sub area include the hillsides on the east and west sides of the sub area and the Badlands and Sea View County Parks.

B. Pacific Island

This sub area is designated Residential Attached, Residential Detached, Parks and Recreation, and Open Space. The majority of the sub area is attached residential and includes Monarch Summit I and II and Pacific Island I, II and III neighborhoods. These

COMMUNITY PROFILE AREA 13

Sub Profile Areas



The City of
LAGUNA NIGUEL
General Plan



LU-18

SCALE IN FEET
0 1000 2000 3000

areas are built-out and include 626 units. The detached residential area is also built-out and includes the Villa Pacifica neighborhood with a total of 114 units. Within the sub area there are several small private recreation facilities. The residential area is bounded by Open Space uses to the north, east, and south.

C. Laguna Woods/Niguel West

This area is designated Residential Detached, Public/Institutional, and Open Space. The detached residential area includes the neighborhoods of Laguna Woods and Niguel West. These developments are built-out and include 192 units and two private recreation areas. The Public/Institutional uses are two water storage tanks located just east of Pacific Island Drive. Open Space use is located to the west of the residential area.

D. Hon

This area is designated Residential Detached and Open Space. The residential area is currently vacant and a maximum of one detached unit with a guest house is projected. The residential area is surrounded by open space to the east, south, and west.

COMMUNITY PROFILE AREA 13 STATISTICAL SUMMARY							
	RESIDENTIAL (Dus)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Laguna Sur/Monarch Pt	443	506	63	0	0	0	1
B. Pacific Island Drive	740	740	0	0	0	0	
C. Laguna Woods/Niguel West	192	192	0	0	0	0	
D. Hon	0	1	1	0	0	0	
TOTAL	1,375	1,439	64	0	0	0	
	Population			Employment			
TOTAL	3,231	3,382	150	0	0	0	
Notes:							
1. No dwelling units have been included for the Binion property							
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres		
1. Three Water Storage Tanks				1. Sea View County Park	7.0		
				2. Badlands County Park	5.0		

N. Community Profile Area 14

Setting

Community Profile Area 14, shown on Figure LU-19, includes 117.62 acres and is generally bounded by the intersections of Crown Valley Parkway/Niguel Road, Alicia Parkway/Niguel Road and Alicia Parkway/Crown Valley Parkway.

The profile area currently includes a concentrated mix of retail, office, restaurant and civic center land uses. The land uses in the profile area are situated within separate areas. Each of the areas are separated by major arterials and parking areas. A significant amount of traffic occurs in the vicinity of the profile area. The area is not well oriented for pedestrian circulation.

The northeastern portion of the profile area consists mostly of office uses. The South County Branch of the U.S. Post Office is located in this area.

The southeastern portion of the profile area is the Town Center area. It consists of retail, office and restaurant uses. The Town Center has a variety of retail stores and a sufficient amount of parking area. However, much of the available parking is located away from the retail uses. The Town Center lacks a uniform design theme and pedestrian-oriented spaces for people to use.

The western portion of the profile area currently includes the County of Orange Civic Center. If the County Civic Center relocates from this area, office and retail uses are projected for that site. In addition, City Hall facilities may be incorporated with the office use projected for the site.

Sub Profile Area Analysis

A. Town Center

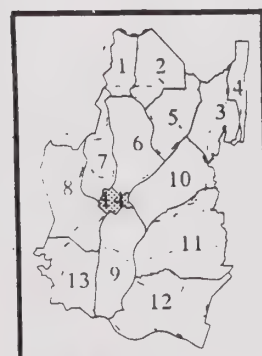
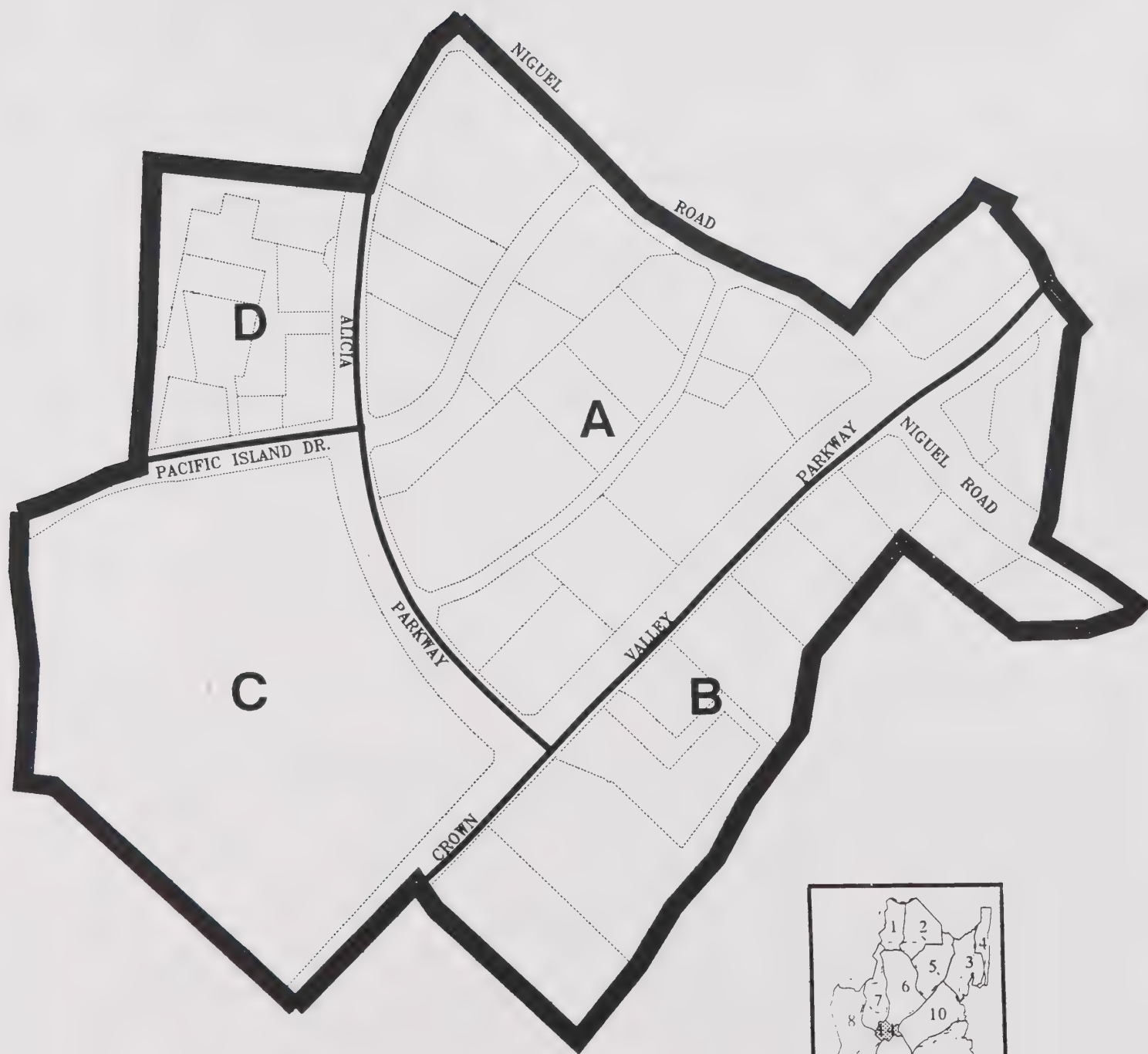
This area is designated Community Commercial and Public/Institutional. It includes 325,010 sq.ft. of Community Commercial uses and is built-out. The Laguna Niguel Presbyterian Church is designated Public/Institutional. In addition, the South County Branch of the U.S. Post Office is designated Public/Institutional.

B. Crown Valley Center

This sub area is designated Community Commercial. The sub area currently includes 163,610 sq.ft. of retail and office uses. A maximum of 24,070 sq.ft. of additional Professional Office use is projected for this sub area.

COMMUNITY PROFILE AREA 14

Sub Profile Areas



LU-19

SCALE IN FEET
0 1000 2000 3000

The City of
LAGUNA NIGUEL
General Plan

C. Town Center Expansion

This area is designated Community Commercial; Professional Office; Public Institutional. The area currently includes the County of Orange Civic Center which encompasses 46,860 sq.ft. If the County Civic Center vacates this area, a maximum of 130,680 sq.ft. of Community Commercial and a maximum of 217,800 sq.ft. of Professional Office uses are envisioned for the site. Future development of the site may also include City Hall facilities. The existing Crown Valley Branch Library and Fire Station #5 will also remain within the sub area.

D. Alicia Parkway Center

This sub area is designated for Community Commercial land uses. The area is built-out and includes 82,230 sq.ft. of retail uses.

COMMUNITY PROFILE AREA 14 STATISTICAL SUMMARY							
	RESIDENTIAL (DUs)			COMMERCIAL (SQ. FT.)			Notes
	As of 01/01/92	Gen Plan Projection	Projected Growth	As of 01/01/92	Gen Plan Projection	Projected Growth	
A. Town Center	0	0	0	325,010	325,010	0	1,2
B. Crown Valley Center	0	0	0	163,610	187,680	24,070	3
C. Town Center Expansion	0	0	0	46,860	348,480	301,620	5
D. Alicia Parkway Center	0	0	0	82,230	82,230	0	4
TOTAL	0	0	0	943,400	641,780	325,690	
Population				Employment			
TOTAL	0	0	0	1,905	2,946	1,041	
NOTES:							
1. The Town Center area includes two gas stations with car washes.							
2. The Town Center area includes the Laguna Niguel Presbyterian Church which is permitted a maximum development of 38,814 sq. ft. The church is not included in the commercial square footage above.							
3. The Crown Valley Center area includes one gas station.							
4. The Alicia Parkway Center includes a gas station and a pre-school with 130 students.							
5. The Town Center expansion area includes a gas facility to service County vehicles.							
Public Facilities	Sq. Ft.	Schools	Students	Parks	Acres		
1. South County Court House							
2. Fire Station 5							
3. Sheriff Sub Station							
4. Library							
5. Maintenance Facility							
6. South County Post Office							
7. Laguna Niguel City Hall							

Chapter Three
OPEN SPACE

General Plan for the City of Laguna Niguel
Chapter 3 - Open Space/Parks/Conservation
Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
II. CONSISTENCY WITH STATE PLANNING LAW	2
A. Open Space Element	2
B. Parks and Recreation/Trails Element	2
C. Conservation Element	2
III. RELATED PLANS AND PROGRAMS	3
IV. OPEN SPACE COMPONENT	5
A. Open Space	5
V. PARKS AND RECREATION COMPONENT	11
A. Park and Recreation Facility Classifications	11
B. Parks and Recreation Inventory	18
C. Parkland Standards	19
D. Local Park Land Site Criteria	20
E. Parkland Needs Assessment	23
VI. BIKEWAYS, HIKING AND EQUESTRIAN TRAILS	24
A. Hiking/Equestrian Trails Plan	24
B. Bikeways Plan	26
VII. CONSERVATION COMPONENT	30
A. Conservation of Natural and Cultural Resources	30
B. Conservation/Open Space Used for the Managed Production of Resources	37
C. Conservation/Open Space for Public Health and Safety	38
VIII. GOALS, POLICIES AND ACTIONS	39
IX. GROWTH MANAGEMENT	47

General Plan for the City of Laguna Niguel
Chapter 3 Open Space/Parks/Conservation

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
OS-1 Regional Open Space Map	6
OS-2 Open Space/Parks & Recreation Map	8
OS-3 Scenic Highways Map	9
OS-4 Park and Recreation Facilities	12
OS-5 Hiking and Equestrian Plan	25
OS-6 Bikeways Plan	28
OS-7 Plant Communities	34

List of Tables

<u>Table</u>	<u>Page</u>
OS-1 Inventory of Parks and Recreation Facilities	13
OS-2 Park Land Summary	22
OS-3 Sensitive Plant Species and Communities in the Project Region	32
OS-4 Sensitive Animal Species in the Project Region	33

*Chapter Three***OPEN SPACE/PARKS/CONSERVATION****I. INTRODUCTION**

Open space and parks are essential in maintaining a high quality of life in Laguna Niguel. These areas provide a multitude of functions that are beneficial to the community. Some of these functions include: the provision of recreation areas; preservation of natural resources; avoidance of development in hazardous areas; and the establishment of buffers between incompatible land uses. Over one-third of Laguna Niguel is designated for Open Space use. This significant amount of open space area is one of the key features defining the character and urban form of the City.

The purpose of the Laguna Niguel Open Space/Parks/Conservation Element is:

- To assure the continued availability of predominantly open land for the enjoyment of scenic beauty, for recreation, and for conserving natural resources;
- To guide development in order to make wise and prudent use of the City's natural, environmental and cultural resources;
- To maintain and promote the cultural and archaeological heritage of the City;
- To maintain and enhance designated resource areas;
- To provide the foundation for a comprehensive open space management system involving all categories of open space; and
- To establish the basis for City collaboration with adjacent jurisdictions in broader open space and environmental resource management, including establishment of linkages with adjoining open space and trail systems.

The Open Space/Parks/Conservation Element consists of eight sections. Section II documents consistency with the Government Code requirements. Section III describes related plans and programs which have important implications for the management of Laguna Niguel's open space system. Sections IV, V, VI, and VII present Open Space; Parks and Recreation; Hiking; Equestrian and Bikeways; and Conservation Components, respectively. Section VIII presents the goals and policies which will guide the effective management and conservation of its open space resources. Many of the goals and policies are derived from related plans and programs that effect the open space resources in and around the City. Section IX includes growth management policies for parkland and open space. Each of these major ingredients constituting a total open space system is given specific guidance in this element.

II. CONSISTENCY WITH STATE PLANNING LAW

A. Open Space Element

California Government Code Section 65302(e) requires that an Open Space Element be prepared, as one of the seven mandated elements of a General Plan. The purpose is to assure that every City and County will prepare and carry out open-space plans which, along with state and regional open-space plans, will accomplish the objectives of a comprehensive open-space program.

The Government Code further defines that open space should be preserved:

- For the preservation of natural resources;
- For the managed production of resources;
- For outdoor recreation; and
- For public health and safety.

B. Parks and Recreation/Trails Element

California State law does not mandate the preparation of a Parks and Recreation Element or Trails Element of the General Plan. However, they are often prepared by cities and counties due to the concern of providing sufficient parkland and trails for residents. The Parks and Recreation/Trails component of this Element focuses on the City's existing and future parkland and trail system, and the policies for the enhancement and maintenance of these facilities.

C. Conservation Element

Government Code section 65302 (d) requires that all General Plans shall include: "...A Conservation Element for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

The conservation element overlaps provisions found in the open space, land use, safety and circulation elements. It differs, however, from other portions of the general plan in that it is almost exclusively oriented toward natural resources. The conservation element emphasizes the conservation, development and use of specified resources.

III. RELATED PLANS AND PROGRAMS

There are a number of plans and programs related to the local and regional open space system of Laguna Niguel. Many of these plans and programs were implemented concurrent with the development of the community. Most of them are still being implemented today. They are enacted through State, County and local legislation and are administered by a variety of different agencies or special districts. Together, they help form the open space system for Laguna Niguel as well as the regional open space system for south Orange County. The relevant goals and policies from these plans and programs, where appropriate, have been adapted to and incorporated into the Element to ensure the continued conservation of local and regional open space resources.

City of Laguna Niguel Park and Recreation Master Plan: The Park and Recreation Master Plan was prepared for the Laguna Niguel Community Services District in 1989. The plan provides a community needs assessment, a facilities inventory, and a programs evaluation analysis. The plan contains a number of goals and policies related to the conservation, enhancement and acquisition of park and recreation facilities within the City.

City of Laguna Niguel General Plan Elements: Three Elements of the City's General Plan augment the Open Space/Parks/Conservation Element in achieving appropriate policy direction for open space and natural resource management. They include: the Land Use Element, which specifies the arrangement and amount of various land uses throughout the City, including appropriate open space designations; the Public Facilities Element, which guides the provision of public uses and buildings and states various levels of service; the Circulation Element, which prescribes arterial highway routes requiring scenic treatment.

County of Orange Recreation Element: The Recreation Element contains policies pertaining to the acquisition, development, operation, maintenance and financing of the County's recreation facilities, which include regional recreation facilities, local parks and riding and hiking and equestrian trails. In conjunction with the Recreation Element; the Orange County Local Park Code establishes the parkland requirements and standards for new development. The Local Park Code has been implemented in Laguna Niguel even though the City has not adopted the Recreation Element. The Local Park Code references those portions of the County's Recreation Element which establish local park location, requirements for improvements and design criteria. These two plans provide a local and regional park planning context for the Laguna Niguel Open Space/Parks/Conservation Element.

County of Orange Resources Element: The County's Resources Element includes an inventory of the county-wide resources such as agricultural, mineral, and wildlife resources, energy, water, air, open space, and cultural-historic resources. The element also includes goals, policies and programs for the development, management, preservation, and conservation of the county's resources. This Element provides regional resource information for Laguna Niguel and immediately surrounding areas; particularly the unincorporated territory.

County of Orange Master Plan of Scenic Highways: The Orange County Master Plan of Scenic Highways designates Alicia Parkway (north of Aliso Creek Road), Camino del Avion, Crown Valley Parkway, La Paz Road, Moulton Parkway, Niguel Road (from Crown Valley Parkway to Camino del Avion), and Street of the Golden Lantern as landscaped corridors. These corridors have been incorporated into the City's open space plan.

Salt Creek Corridor Specific Plan and General Development Plan: The Salt Creek Corridor Specific Plan and General Development Plan both provide comprehensive goals, policies, and implementation actions that effect the design and urban interface of the Salt Creek Corridor. The purpose of the two plans is to increase user access, provide for qualitative regional recreation, re-establish natural vegetation and wildlife habitats and achieve cost effective long term maintenance. Originally prepared under County auspices, this plan now falls partly within Laguna Niguel and partly within Dana Point. The Habitat/Conservation orientation within the Plan is emphasized in Laguna Niguel.

City of Laguna Niguel Local Coastal Program: The 1976 California Coastal Act was enacted to protect the natural and scenic qualities of the California coast and to promote public access. The Coastal Act requires that each jurisdiction with land in the coastal zone prepare a local coastal program. The local coastal program is required to provide a series of policies and standards that conserve and enhance the coastal resources within a community. The Local Coastal Program is comprised of portions of the South Laguna Specific Plan, and the Aliso Creek Specific Plan. Relevant policies and programs from these plans as they relate to Laguna Niguel's coastal resources have been incorporated into the City's Local Coastal Program.

South Laguna Specific Plan/Local Coastal Program: This Plan represents the Specific Plan and Local Coastal Program for the South Laguna Segment of the South Coast Planning Unit in southwest Orange County. Most of the South Laguna Specific Plan area is within the City of Laguna Beach. However, the City of Laguna Niguel does have residential areas located off of Pacific Island Drive which are within the South Laguna Specific Plan area. As mentioned above, the South Laguna Specific Plan was adopted as the City's Local Coastal Program. The Plan consists of five major components: Resources, Transportation, Access, New Development and Community Design and Landscape. Each of the components provides an existing conditions description, issues analysis, and existing and proposed policies.

Aliso Creek Corridor Specific Plan: The Specific Plan provides plans for Aliso Creek as an open space/recreation corridor. It also establishes the policy framework for corridor development and resource management. This framework is based upon an overall land use/circulation plan and comprehensive goals, policies, guidelines and implementation techniques, including guidance on urban/open space interface treatment. As mentioned above, relevant policies from the Specific Plan have incorporated into the City's Local Coastal Program.

Laguna Niguel Hillside Protection Ordinance: The City's Hillside Protection Ordinance contains regulations that provide for the protection and preservation of steep hillside areas in Laguna Niguel. The Ordinance specifically addresses development restrictions in steep areas, limitations on earth movement, contouring of manufactured slopes, slope and retaining wall heights, landscaping and other visual mitigation and protection of biological resources.

IV. OPEN SPACE COMPONENT

A. Open Space

Open space in Laguna Niguel is defined by its use characteristics. This definition is difficult to apply to all open space lands. Some passive open space areas may contain riding and hiking and equestrian trails and bikeways that offer active recreation. Open Space is defined as areas that predominately offer passive forms of recreation and are not intended for active sports activities. An open space area may still include bikeways or hiking trails. The designation is applied to open space corridors, greenbelt areas, landscaped slopes and conservation areas.

1. Regional Open Space

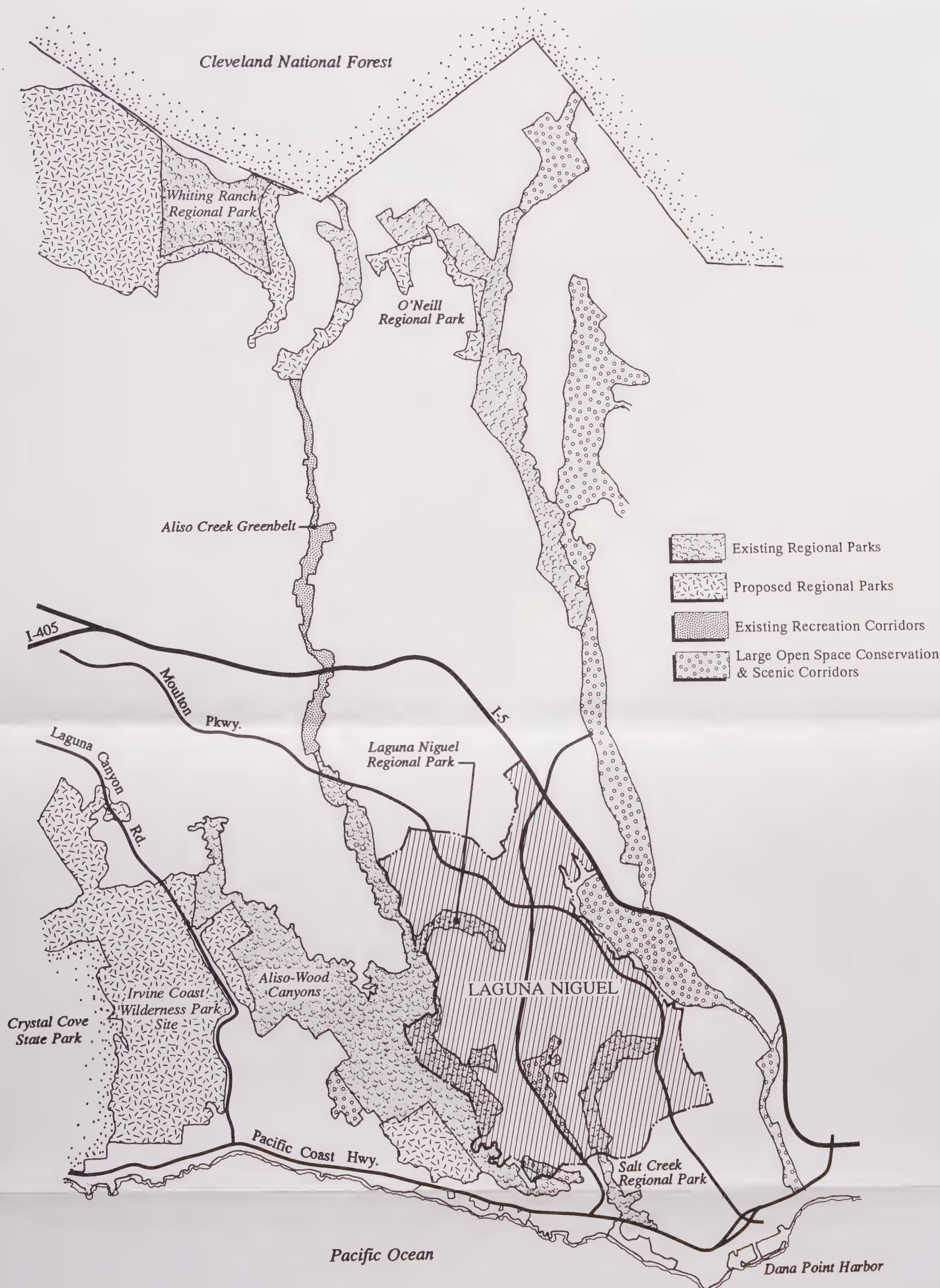
The open space system in Laguna Niguel is a segment of a larger open space network in South Orange County. Figure OS-1 depicts the regional open space network situated around Laguna Niguel. As shown, the City provides an important open space link to several regional facilities along the Coast as well as a linear open space link to the Santa Ana Mountains to the east.

The City contains or is adjacent to a number of regional open space facilities that serve the varied regional open space and recreation needs of the residents of Laguna Niguel and the citizens of Orange County. Regional open space facilities include: regional parks, open space corridors, public beaches and harbors, historic sites and wilderness areas.

The City includes or is adjacent to, four regional open space facilities: Laguna Niguel Regional Park, Aliso Creek Corridor, Salt Creek Regional Park and Aliso and Wood Canyons Regional Park. Each of these parks is designated as a regional recreation facility in the Orange County Master Plan of Recreation Facilities. The southwest parks offer a wide variety of passive and active open space opportunities which have a Countywide attraction.

The Laguna Niguel Regional Park and the Salt Creek Regional Park act as staging areas, in addition to their more direct recreation uses. Both of these parks contain trail systems that provide linkage to other open space facilities in South Orange County. Laguna Niguel Regional Park provides trail access to the Aliso and Wood Canyons Regional Park, Irvine Coast Regional Park, Laguna Laurel Regional Park and Crystal Cove State Park. Additionally, Laguna Niguel Regional Park provides trail access to the Aliso Creek Corridor. This regional open space corridor

Regional Open Space Map



SOURCE: Orange County EMA

provides trail access from Laguna Niguel to Whitting Ranch Regional Park and the Santa Ana Mountains to the east. Salt Creek Regional Park is a portion of the Salt Creek Open Space Corridor. The corridor extends from Laguna Niguel to the Pacific Ocean, and also provides a trail linkage to the Colinas Bluff Regional Riding and Hiking Trail to the east, the corridor includes a number of recreational and educational opportunities for visitors.

Because of the demands placed on the County's regional open space network, it is critical that it be well maintained. This network enhances open space opportunities for all residents of Orange County. Many of the regional open space facilities in or adjacent to Laguna Niguel affect neighboring cities and communities. Open space planning and management coordination among these different entities is essential.

2. Local Open Space




In Laguna Niguel there are approximately 3,677 acres of open space. This area represents over one-third of the total land area of the City. The City's open space system is comprised of parks, open space corridors, greenbelts, hillsides and landscaping and conservation areas. In Laguna Niguel the ownership and management of open space varies. Open space lands in the City include publicly and privately owned property, as well as private lands in which the City owns a partial interest through the acceptance of offers of dedication and easements. Figure OS-2 shows Open Space and Parks and Recreation Areas in the City.

3. Scenic Corridors Plan

The Scenic Corridor Plan of the Open Space Component fulfills the requirement of California Government Code Section 65302(h) which mandates a Scenic Highway Element of the General Plan. The Plan shown on Figure OS-3 identifies citywide scenic highway routes. These routes are consistent with the County of Orange Master Plan of Scenic Highways, with the exception of the addition of the portion of Alicia Parkway between Aliso Creek Road and Crown Valley Parkway and Pacific Island Drive. The Scenic Highways Plan defines two types of scenic highways, Viewscape Corridor and Landscape Corridor.

Viewscape Corridor: A viewscape corridor is a route which traverses a corridor within which unique or unusual scenic resources and aesthetic values are found. This designation is intended to minimize the impact of the highway's and land development upon the significant scenic resources along the route. Safety roadside rests and vista points are encouraged to be developed to enhance the scenic value of the corridor. At this time there are no designated viewscape corridors in Laguna Niguel.

Open Space Categories:

-  Parks and Recreation
-  Open Space
-  Water

Open Space
Element Map

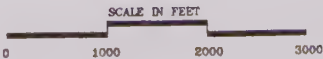


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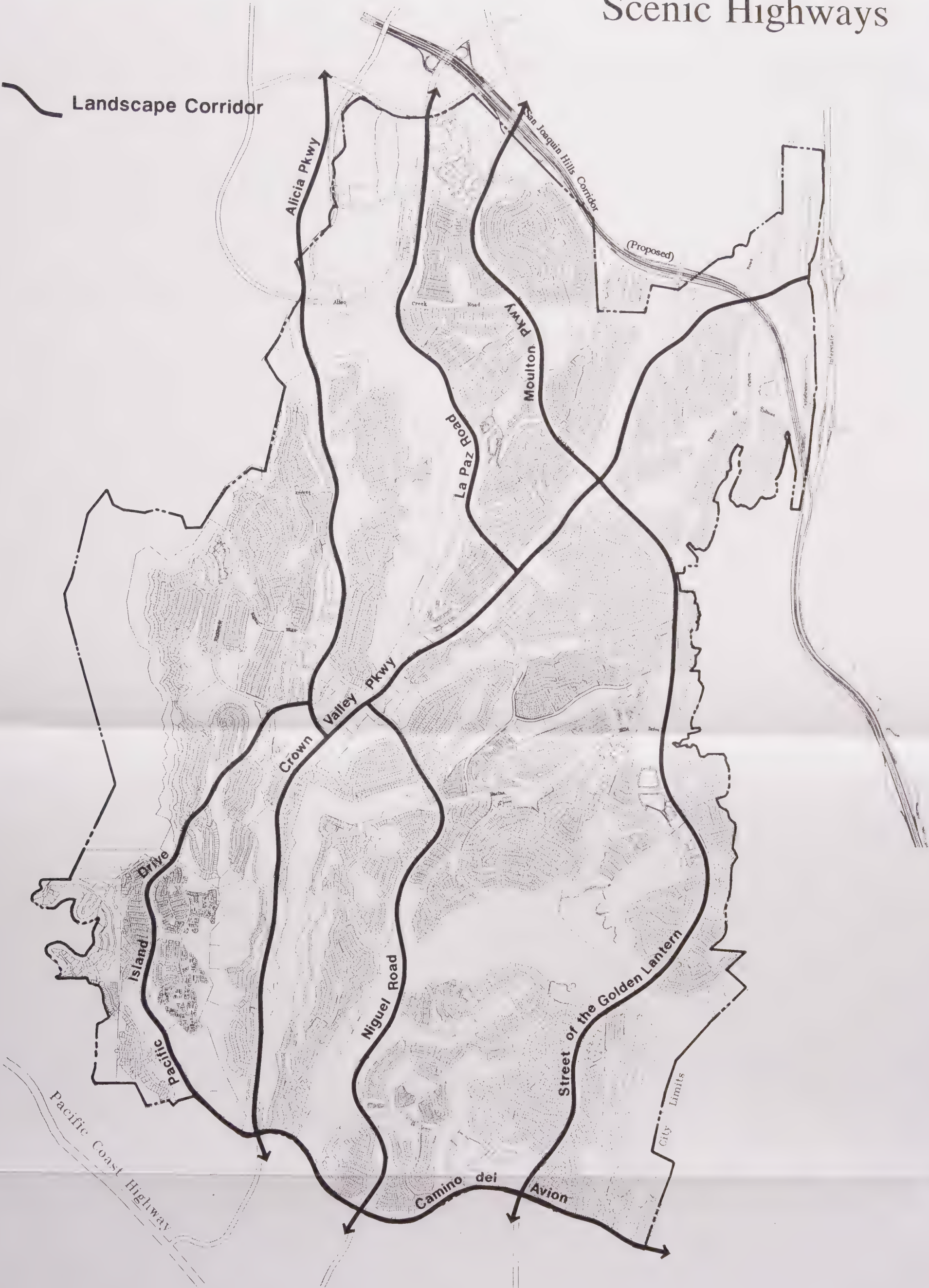
The City of
LAGUNA NIGUEL
General Plan



OS-2



Scenic Highways



Landscape Corridor: A landscape corridor traverses developed or developing areas and has been designated for special treatment to provide a pleasant driving environment, as well as community enhancement. Development within the corridor should serve to complement the scenic highway. Alicia Parkway, Camino del Avion, Crown Valley Parkway, La Paz Road, Moulton Parkway, Niguel Road (between Crown Valley Parkway and Camino del Avion), Pacific Island Drive and Street of the Golden Lantern are all designated Landscaped Corridors.

V. PARKS AND RECREATION COMPONENT

Recreation planning is a process that relates the leisure time of people to space. In the broadest sense, recreation planning is concerned with human development and the stewardship of land by helping to relate people to their environment.

Parks and recreation facilities are an integral component of the open space system for Laguna Niguel. Figure OS-2 shows the park and recreation and open space areas within the City. The City contains a vast amount of public and private park and recreation facilities. Residents take pride in the amount and quality of parks in the City. Parks and recreation facilities serve the community by providing welcome open space, and a place to go for active recreation or rest. The satisfaction of open space and recreation needs is one of the most important values of the City.

The Parks and Recreation Component is an expression of the community's objectives, needs and priorities for the provision of high quality recreation space and facilities. The Parks and Recreation Component and the Laguna Niguel Park and Recreation Master Plan work in concert to ensure that a sufficient mix of park and recreation facilities are available to the community.

A. Park and Recreation Facility Classifications

In order to meet the recreation needs of residents, six types of park and recreation facilities are provided. Such facilities include; Neighborhood Parks, Mini-Parks, Community Parks, Regional Park, Private Parks and Recreation Facilities and School Recreation Facilities. Figure OS-4 identifies the location of all park and recreation facilities in the City, and Table OS-1 provides an inventory of parks and recreation facilities. The Open Space/Parks/Conservation Element provides a comprehensive inventory of each specific park and recreation facility in Laguna Niguel. Together these six categories define the diverse mix of park and recreation facilities in the City. It is the mix of park and recreation facilities that establishes the overall quality of recreation service. Below is a description of the six types of park and recreation facilities provided.

Park and Recreation Facilities



Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
1	Casa La Paz	PRF	.2	None	Pool	2
2	Laguna Gardens	PRF	.18	None	Pool	2
3	Aliso Niguel Park	NP	5.6	Picnic Tables; Barbecues	Baseball/Softball and Multi-purpose Fields; Tennis Courts	2
4	Village Niguel Terrace	PRF	.34	None	Pool	2
5	Village Niguel Terrace II	PRF	.26	None	Pool	2
6	Village Niguel Gardens	PRF	.34	None	Pool	2
7	Country Village 3	PRF	.60	Unimproved	Unimproved	2
8	Country Village 2	PRF	.76	Unimproved	Unimproved	2
9	Galivan Basin	CP	20.0	Proposed	Proposed	1
10	Village Niguel Homes	PRF	.5	None	Swimming Pools	2
11	Niguel Heights	NP	2.7	Unimproved	Unimproved	1
12	Future School/Park	SRF	8.4	Proposed	Proposed	4
13	Country Village 1	PRF	.84	Unimproved	Unimproved	2
14	Del Prado	PRF	.22	None	Pool	2
15	Aliso Creek Park	NP	5.6	None	Proposed	1
16	Lake Park Swimming Pool	PRF	.29	None	Swimming Pool	2
17	Yosemite Park	NP	4.8	None	Multi-purpose Field; Playground; Swing Set	1
18	The Club	NP	6.5	Picnic Tables	Multi-purpose field swimming, tennis, volleyball, basketball	2
19	Ventana	PRF	.74	None	Swimming Pool; Tennis Court	2
20	Expressions	PRF	.20	None	Pool	2
21	Milano	PRF	.11	None	Pool	2
22	Marian Bergeson Elementary	SRF	3.2	None	Volleyball, Basketball and Racquetball Courts	4
23	Rancho Niguel Park	NP	3.5	None	Baseball/Softball and Soccer Fields	1
24	Rolling Hills	PRF	5.3	Picnic Tables; Fire Rings	Multi-Purpose Meadow; Swimming Pool; Tennis Court	2
25	Colinas Capistrano 1	PRF	.086	None	Pool	2
26	Colinas Capistrano 2	PRF	.086	None	Pool	2
27	Colinas Capistrano 4	PRF	.27	None	Tennis Court/Open Turf	2
28	Costa Brava	PRF	.45	None	Pool	2
29	Laguna Niguel Regional Park	RP	174.0	Picnic Tables, Fire Rings, Fishing Area/Lake Stream, Barbecues	Multi-purpose Field; Tennis and Volleyball Courts; Playground; Par Course	3
30	Ridgeview Park	MP	1.0	Benches	Playground	1

Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
31	Kite Hill	PRF	4.2	Picnic Tables	Baseball/Softball and Football/Soccer Fields; Multi-purpose Meadow; Swimming Pool; Tennis and Basketball Courts	2
32	Niguel Hills Middle School	SRF	10.0	None	Baseball/Softball and Soccer Fields; Volleyball and Basketball Courts	4
33	Colinas Capistrano 5	PRF	.17	None	Pool	2
34	Colinas Capistrano 6	PRF	.82	None	Pool	2
35	Crown Valley Elementary	SRF	6.3	None	Softball/Baseball and Soccer Fields; Tennis, Volleyball, Handball and Basketball Courts; Playground	4
36	The Foothills	PRF	2.7	None	Multi-purpose Meadow; Swimming Pool	2
37	Clipper Way	NP	2.7	Unimproved	Unimproved	1
38	Capri	PRF	1.06	Benches	Pool & turf area	2
39	Jamaica	PRF	.035	None	Pool	2
40	Pointe Niguel	PRF	0.9	None	Swimming Pool; Tennis Court	2
41	Crown Valley Community Park	CP	31	Picnic Tables, Garden Stream, Botanical Garden, Amphitheater, Barbecues	Softball/Baseball and Soccer Fields; Swimming Pool; Tot Lot; Par Course; Climbing Structure	1
42	La Plata Park	NP	2.4	None	Multi-purpose fields, playground	1
43	Hidden Hills Neighborhood Park	NP	2.4	Picnic Tables; Barbecue	Multi-purpose Field; Basketball Court; Playground; Swing Set	1
44	Niguel Ranch Park #1	NP	3.0	Picnic Tables; Barbecues	Tennis and Basketball Courts	2
45	Alicia Park	PRF	.18	None	Turf area	2
46	Niguel Vista	PRF	1.72	None	Turf Area, Basketball	2
47	Highlands	PRF	6.0	Picnic Tables; Fire Rings	Football/Soccer Field; Multi-purpose Meadow; Swimming Pool	2
48	Moulton Elementary	SRF	6.0	None	Baseball/Softball, Soccer and Multi-purpose Fields; Volleyball, Racquetball and Basketball Courts; Playground	4
49	Niguel Woods Park	NP	2.0	Benches	Multi-purpose Field; Playground; Swing Set	1
50	Hampton Court	PRF	.17	None	Pool	2
51	Unnamed	PRF	.23	None	Pool	2
52	La Hermosa Park	MP	.5	Picnic Table, Barbecues	Multi-purpose Field; Playground; Swing Set	1
53	Niguel Ranch Park #2	NP	2.0	Picnic Tables; Fire Rings	Multi-purpose Field; Tennis Court; Playground	2
54	Sandling Park	NP	3.05	None	Open Turf Area, Ballfield	1
55	Future School	SRF	6.5		Proposed	4

Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
56	Hidden Hills	PRF	.73	None	Pool & turf area	2
57	Laguna Serrano	PRF	.6	None	Pool & turf area	2
58	Crystal Cay	PRF	.17	None	Multi-purpose Meadow; Swimming Pool	2
59	Chandon	PRF	.93	None	Pool, Turf Area	2
60	Niguel Summit 2	PRF	.53	None	Pool, Turf Area	2
61	Niguel Summit 1	PRF	.16	None	Pool	2
62	Marina Hills	PRF	2.39	Fine rings, picnic area	Tennis, pool, turf area	2
63	Marina Hills Park	NP	6.5	None	Baseball/Softball and Multi-purpose Fields; Volleyball and Basketball Courts; Playground	1
64	Encore	PRF	.32	None	Swimming Pool	2
65	Laguna Heights 1	PRF	.11	None	None	2
66	Laguna Heights 2	PRF	.34	None	None	2
67	Laguna Heights 3	PRF	1.05	None	None	2
68	Park Vista #1	PRF	2.28	Unimproved	Unimproved	2
69	Seminole	NP	2.2	Benches	Multi-purpose Field; Playground; Swing Set	1
70	El Niguel Golf Course	PRF	139	None	Golf Course	2
71	Niguel Summit 3	PRF	.28	None	Pool	2
72	Niguel Summit 4	PRF	.27	None	Pool	2
73	George White Elementary	SRF	5.0	None	Multi-purpose Fields; Playground	4
74	Palm Court	PRF	.72	None	Tennis court, turf area	2
75	Niguel Pointe	PRF	.51	None	None	2
76	Redondo Park	NP	1.03	None	Turf area	1
77	Chapparosa Park	CP	23.3	Picnic Tables, Benches, Barbecues	Baseball/Softball and Multi-purpose Fields; Volleyball and Basketball Courts; Playground	1
78	Reef View Node	NP	3.0	None	Turf area	1
79	Park Vista #2	PRF	.43	Picnic Area	Turf area	2
80	Siena	PRF	.17	None	Pool	2
81	Killini	NP	1.03	None	Turf area	1
82	El Niguel	PRF	3.74	None	Tennis courts	2
83	Pacific Island Village III	PRF	1.02	None	Pool & turf area	2
84	Monarch #3	PRF	.43	Picnic Tables	Swimming Pool	2
85	Seaview Park	OCP	1.0	Picnic Tables, Benches	None	3
86	Laguna Sur	PRF	.44	Picnic Tables; Fire Rings	Swimming Pool; Tennis Court	2
87	Casalero	PRF	1.4	None	None	2
88	Monarch #2	PRF	.35	Picnic Tables	None	2

Table OS-1
Inventory of Parks and Recreation Facilities

Site No.	Facility	Parks & Rec. Type (By Fnc.)*	Net Usable Acreage	Passive Uses	Active Uses	Ownership Category **
89	Laguna Sur	PRF	.29	None	Pool	2
90	Pacific Island Village #2	PRF	.17	Picnic Tables	None	2
91	Laguna Woods	PRF	.90	Picnic Tables	Multi-purpose Meadow; Swimming Pool	2
92	Crest de Ville	PRF	1.1	None	Open Turf Area	2
93	Beacon Hill #1	PRF	1.77	None	Multi-purpose Meadow; Tennis Court	2
94	Beacon Hill Park	NP	4.5	None	Multi-purpose Field	1
95	Beacon Hill #2	PRF	.28	None	Multi-purpose Meadow	2
96	Beacon Hill #3	PRF	.28	None	Multi-purpose Meadow	2
97	Pacific Island Village #1	PRF	.22	Picnic Tables	None	2
98	Monarch #1	PRF	.84	None	Tennis Court	2
99	Pacific Island Village I	PRF	.34	None	Pool	2
100	Badlands	OCP	5.0	Benches	None	3
101	Mount Vernon	PRF	2.2	None	Open turf, tennis	2
102	Beacon Hill #4	PRF	.28	None	Swimming Pool; Tennis Court	2
103	Bear Brand Rd.	PRF	.52	Unimproved	Unimproved	2
104	Bear Brand Overlook	NP	2.3	Unimproved	None	1
105	Bear Brand Mini-Park	MP	1.1	Picnic Tables	Basketball; Playground	2
106	Bear Brand Park	NP	5.0	Picnic Tables, Barbecues	Baseball/Softball, Soccer and Multi-purpose Fields; Playground; Swing Set	1
107	Malcom Elementary	SRF	2.75	None	Courts, ballfields, turf	4
108	Charles Avenue	NP	2.0	None	None	1
109	Quisset Bay/Le San Tropez	PRF	.55	None	Multi-purpose Mead Swimming Pool; Tennis Court	2
110	Future School/Park	SRF	6.7	Proposed	Proposed	4

CP	Community Park	1	City Parks/Recreation
MP	Mini Park	2	Private Parks/Recreation
NP	Neighborhood Park	3	County Parks/Recreation
OCP	Orange County Park	4	Capistrano Unified School Dist.
OS	Open Space		
PRF	Private Recreation Facility		
RP	Regional Park		
SRF	School Recreation Facility		

County Regional and Non-Regional Park: Regional parks are operated by the County Department of Harbors, Beaches and Parks and serve the varied recreation needs of County residents. Regional parks provide significant open space, and opportunities for picnicking, boating and organized sports activities. The City of Laguna Niguel includes the Laguna Niguel Regional Park and portions of the Salt Creek Regional Park and the Aliso and Woods Canyons Regional Park. Additionally, Laguna Niguel has two smaller County, non-regional parks; Seaview Park, and Badlands Park. These parks serve as scenic destination facilities which function as neighborhood or community parks rather than regional facilities. Seaview Park is seven acres in size with one acre of useable area and is located on Talavera Drive near Pacific Island Drive. The park is primarily passive in character providing views of the ocean to the south. Badlands Park is a five-acre site located in the southwestern area of the City. The park site is primarily passive in character, providing distant views to the south. Also within the City boundaries is Side Canyon Park, however, this area is located within the Aliso and Wood Canyons Regional park along the steep hillsides west of Coronado Point. The site offers no useable area and no trail access is available, although trails may be completed at a later date.

Community Park: A community park is typically a 20 to 50 acre site designed to meet the active recreational needs of several neighborhoods. These parks are intended to serve a drive-to clientele within a radius of up to three miles. They contain facilities which require more space than neighborhood parks, and which may include playfields, basketball courts, tennis courts, swimming pools, community centers and off-street parking. Laguna Niguel has two community parks, Crown Valley Community Park and Chapparosa Community Park.

Neighborhood Park: A neighborhood park is any general use local park developed to serve the needs of a particular neighborhood within a community. The size of the park depends on the population within its service area and the extent of desired amenities, but usually ranges from 2 to 20 acres. Typical neighborhood parks may be within walking or bicycling distance of park users with a service radius of approximately 1/2 mile. These parks may feature such amenities as children's play areas, ball fields, and open turf areas. Presently, Laguna Niguel contains 22 neighborhood parks.

Mini-Parks: A mini-park is a small park site generally consisting in size between 2500 square feet and 1 acre. These parks may serve any age group, depending on the characteristics of the neighborhood. They usually feature play apparatus, a paved area, benches and landscape treatment. They may also feature a children's play area, quiet game areas and some sports activities if space allows. Some mini-parks are

natural areas with minimal improvements, which help safeguard identified natural resources or serve as viewpoints.

Private Park or Recreational Facilities: These facilities are operated by homeowners associations for the exclusive use of association members. Some facilities are fully featured recreational clubs with gymnasiums, indoor and outdoor courts, ballfields, pools and trail systems. Some are parks with open grass meadows, sports courts and ballfields in addition to swimming pools and spas. These facilities vary in size from less than 1 acre to 10 acres. Presently, there are 68 private recreation facilities in the City.

In addition to the private facilities offered to the public by virtue of residency, there are also private, membership clubs within the City. These facilities include Allen's Athletic Club, Laguna Niguel Racquet Club, and El Niguel Country Club.

School Recreation Facilities: School recreation facilities are operated by the Capistrano Unified School District. School recreation facilities are for the use of students during school hours and are available to the public at other times. Presently, there are five school recreation facilities in Laguna Niguel.

B. Parks and Recreation Inventory

The Parks and Recreation Inventory Plan classifies the City's park and recreation facilities into four categories: City Parks/Recreation; Private Parks/Recreation; County Parks/Recreation; and School Recreation Facilities. These categories are based upon ownership. Table OS-1 provides a listing of the type, acreage, facilities and ownership for each park and recreation facility in the City. The number that is assigned to each facility is keyed to the Parks and Recreation Facilities Map, shown on Figure OS-4.

Below is a description of the four categories of parks and recreation facilities used in the Parks and Recreation Inventory.

City Parks/Recreation: The City Parks/Recreation designation is applied to city owned parks and recreational facilities. These areas predominantly provide for active recreation uses. This designation is applied to mini, neighborhood, and community parks. City Parks/Recreation are maintained by the Laguna Niguel Community Services District.

Private Parks/Recreation: The Private Parks/Recreation designation is applied to privately owned and operated parks and recreational facilities. These areas predominantly provide for active recreational uses. This designation is applied to private mini and neighborhood parks and recreational facilities. These uses are maintained by private homeowners' or community associations.

County Parks/Recreation: This designation is applied to areas that provide parks and recreation facilities that are owned and maintained by the County of Orange. The County administers the three regional (Laguna Niguel, Aliso and Wood Canyons, and Salt Creek) and two community (Badlands and Seaview) Parks within the City. These facilities contribute to local parks and recreational opportunities.

School Recreation Facilities: This designation is applied to areas that provide recreation opportunities that are owned and maintained by the Capistrano Unified School District.

C. Parkland Standards

Because most of Laguna Niguel was developed while under the jurisdiction of the County of Orange, the City's parkland requirements and classification system is heavily influenced by the County of Orange Local Park Code. Laguna Niguel has adopted the County Local Park Code for local park planning and programming.

However, the City has adopted their own parkland requirements. The parkland standard for the establishment of future parkland is a minimum of three (3) usable acres of parkland for every 1,000 persons living in the City.

The Laguna Niguel Local Park Code, as applied in Laguna Niguel, allows for the payment of in-lieu fees or a combined provision of parkland and payment of in-lieu fees. In lieu fees are placed in a fund intended to provide for the acquisition and development of local park sites in the general area which serve the future residents of the property from which the fees are derived.

Laguna Niguel contains a considerable amount of private recreation facilities. These facilities contribute significantly to the open space and recreation needs of the community and are heavily used by its residents. Private parks and recreation facilities may also receive partial or full parkland credit.

The following public and private uses may be considered for Local Park Credit.

- a. Open turf areas (including but not limited to baseball and softball fields, soccer fields, football fields, field hockey, bowling greens).
- b. Pools (swimming and wading) large enough to accommodate water sports activities.
- c. Game courts (including but not limited to handball courts, tennis courts, badminton courts, paddle tennis courts, squash courts, volleyball courts).
- d. Jacuzzi and spas when connected and integral to a swimming pool facility.

D. Local Park Land Site Criteria

Local park land is generally intended for active recreation, but may accommodate passive recreation in special cases. In general, however, both public and private park sites for which local park code credit is granted shall conform to the following site criteria:

1. Size

Minimum parcel size is normally one acre for economy of scale in maintenance costs.

2. Shape

Property offered to satisfy local park code credit requirements must generally be consolidated parcels that are independently developable. However, in unusual circumstances, the Community Development Director may approve linear configurations or oddly-shaped parcels of land to accommodate trail connections or provide uniquely valuable open space additions.

3. Slope

Active recreational pursuits, such as team field sports, game courts, and activity buildings require predominantly level (maximum 1 % slope) land. Sloping land up to 20% may be acceptable where it has utility for picnicking or other passive recreation activities when it complements usable park area (maximum 1 % slope) or when it appears consistent with uses proposed for a special purpose park site.

All parks improved for active recreation purposes (i.e., ballfields, court sports, etc.) shall be graded to a maximum 1% slope within areas proposed for active recreational uses. Sites that are not required to be improved by the developer shall be rough graded to a maximum 2%.

4. Outstanding Topographic Features and Natural Resources

In exceptional cases, land containing outstanding natural resources or scenic features with obvious potential for enjoyment by local residents or for recreation pursuits appropriate thereto may be considered for partial credit.

5. Dedication and Acceptance

All offers of dedication shall be irrevocable and are to be offered to the City or its designee no later than the recordation of the final subdivision map or by separate recorded instrument. Irrevocable offers of dedication for all local park sites shall be made in perpetuity to the City of Laguna Niguel (or its designee), be recorded, and run with the land.

6. Utilities

Utilities determined to be necessary to support the recreational facilities designated (i.e., water, sewer, gas, electricity, telephone, storm drains, etc.) shall be stubbed out to the park site.

7. Location Criteria

- a. Provide easy access to pedestrians, bicyclists, and maintenance and public vehicles to the extent practicable.
- b. Avoid separation of park from user population by major highways, railroads or untraversable obstacles.
- c. Observe following criteria in determining maximum distance between site and service area population:

<u>Park Type</u>	<u>Service Area Radius</u>
Local, Mini-park	.25 mile
Neighborhood	.50 mile
Community	3.0 miles
View park	No Requirement

- d. Situate local park sites adjacent to or near public schools, greenbelts, open space corridors, or other community open space/recreation facilities to promote harmonious land use relationships, increasing neighborhood efficiency and amenity.

E. Parkland Needs Assessment

The methods and techniques of parkland needs assessment essentially focuses on the application of space and facility standards to a population or planning area. These standards typically do not distinguish significant differences in demographic character, density, or leisure pattern. Therefore, they should only be used as one guideline in the parkland needs assessment of a community.

Table OS-2 provides a summary of existing and proposed park and recreation facilities in the City. The existing park acreage includes those facilities which have been developed as well as facilities not yet improved. All parks and recreation facilities which have been recorded on official City maps are considered existing. The proposed park acreage consists of future facilities which have not been planned to date nor recorded on official City maps.

Table OS - 2 Park Land Summary			
Facility Classification	Present Acres	Future Acres	Total
Community Parks	54.3	20	74.3
Neighborhood Parks	73.8	15.1	88.9
Mini Parks	2.6	0	2.6
Orange County Parks	6.0	0	6.0
Private Parks/ Recreation Facilities	55.3	0	55.3
School Recreation Facilities	39.9	0	39.9
TOTAL	231.9	35.1	267.0

Existing Parkland

The City of Laguna Niguel modified the County's Local Park Code to require parkland dedication of three (3) acres per 1,000 persons, rather than the County standard of 2.5 acres per 1,000 persons. The City has the authority to require a minimum of 3 acres/1,000 persons according to the Quimby Act, adopted by the State in 1965.

The General Plan Parks and Recreation Inventory is the most comprehensive effort to date to quantify the recreation facilities available to the residents of Laguna Niguel. The facilities classified in Table OS-2 represent the recreation opportunities available

to the public and residents of private communities. These parks and recreation facilities serve the neighborhood and community recreation needs of Laguna Niguel residents. Utilizing the present Parkland acreage identified in Table OS-2, the City includes 231.9 acres of useable parkland. Based upon the City's current population of 46,251 the parkland to population ratio equates to 5.0 acres per 1,000 persons. At build-out the City is anticipated to include 267.0 acres of useable parkland. Based on the City's projected population of 61,671, the parkland to population ratio at build-out is expected to be 4.3 acres per 1,000 persons.

Candidate Park Sites

There are a number of environmental, governmental, economic and legal issues that must be considered before selecting candidate park sites. While these constraints do not pose absolute barriers, they may inhibit the timely achievement of recreation objectives and efforts to implement recreation programs.

The majority of Laguna Niguel's development is currently entitled to buildout. Most of the undeveloped-entitled residential land in the City has already satisfied park land requirements. A very small amount of non-entitled land is available for parkland development.

A candidate park site has been identified in the Galivan Basin. This area is owned by the Orange County Flood Control District and is located within a floodplain. The district is currently proposing to provide flood control improvements in the basin area. Though floodplains do not preclude the development of park sites, they do limit the number and types of recreation facilities that can be provided. Additionally, the Galivan Basin has been identified as a possible site for a commuter train station. There is the potential that the site could provide flood control improvements, a series of ball fields and a commuter rail station. A comprehensive analysis of these joint use opportunities will need to be prepared.

Two other candidate park sites have been identified within two existing undeveloped school sites. A 8.4 acre potential park site has been identified in Community Profile Area 2 and a 6.7 acres potential park site has been identified in Community Profile Area 12. Both of these sites could provide neighborhood level parks.

VI. BIKEWAYS, HIKING AND EQUESTRIAN TRAILS

The Laguna Niguel Community Services District and the County of Orange operate a system of hiking and equestrian trails and bikeways in the City. Many of these trails provide access to open space facilities in the City and County. There are approximately 80 miles of riding and hiking trails, and bikeways in the City. These trails enhance the recreational value of open space in Laguna Niguel.

A. Hiking/Equestrian Trails Plan

The Hiking/Equestrian Trails Plan shown on Figure OS-5 displays hiking and equestrian trail alignments in Laguna Niguel. Hiking and equestrian trails are defined as multi-purpose trails that are largely located off-road and are situated within a fee or easement area. These trails are designated for different uses, such as hiking, biking and equestrian use.

Some of the trails provide linkages with regional open space areas located within and outside of Laguna Niguel. The most significant of these trails is the "Forest to the Sea Trail" along Aliso Creek. This trail extends from the base of the Santa Ana Mountains and terminates in the Aliso and Wood Canyon Regional Park.




The Hiking and Equestrian Trails Plan is implemented through the goals, policies and actions presented in Section VIII. The objective of the Hiking and Equestrian Plan is to provide a useful and efficient hiking and equestrian trail system that meets the recreation needs of residents.

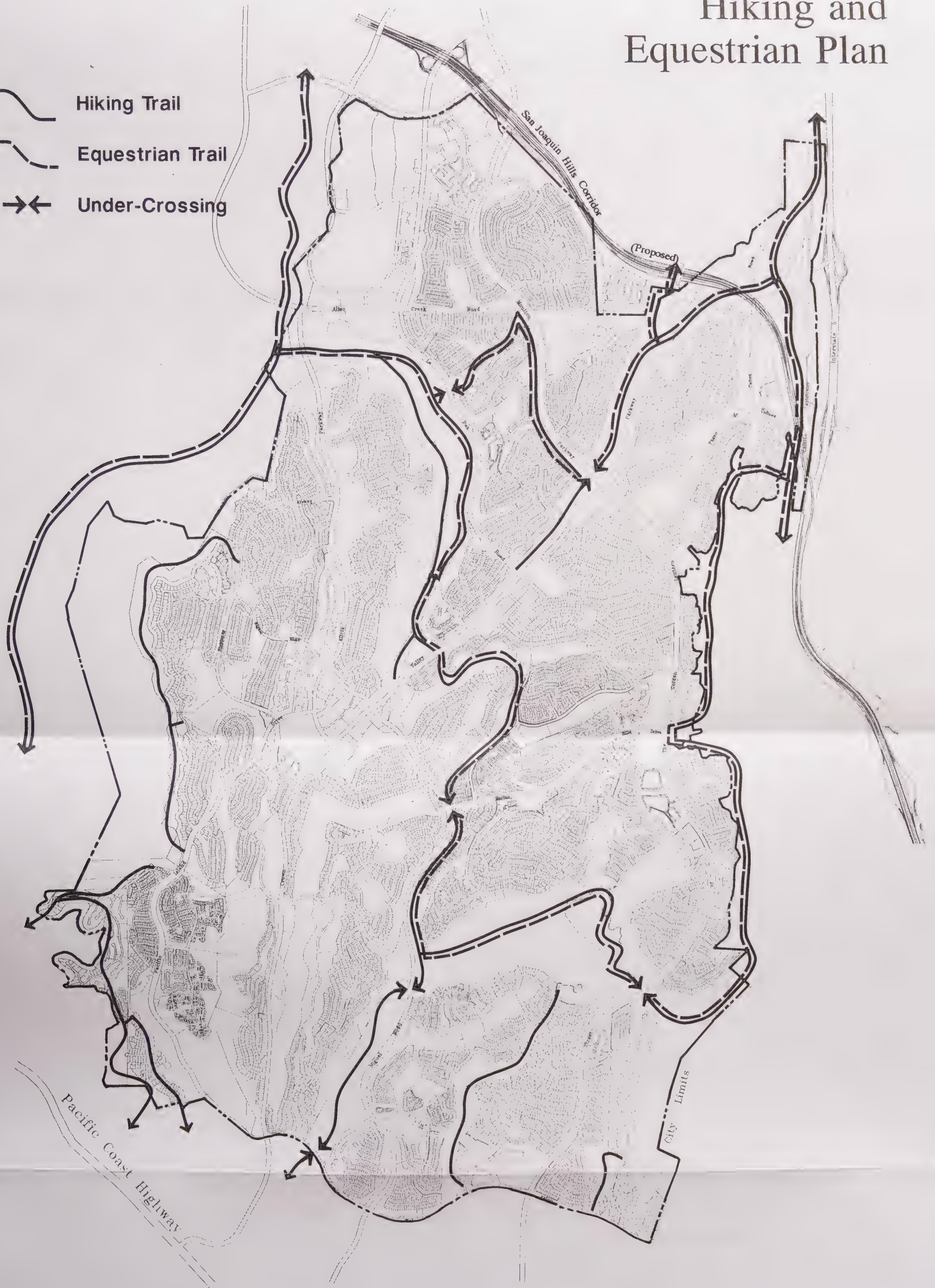
Inventory of Regional Hiking and Equestrian Trails

Salt Creek Trail: The Salt Creek trail commences at the Arroyo Trabuco Trail in San Juan Capistrano south of Oso Road and extends westerly into the Bear Brand Ranch area, and proceeds under Street of the Golden Lantern to Chapparosa Community Park. The trail continues westerly to Niguel Road, then northerly along Niguel Road to Los Arboles, then the trail heads north to Niguel Ranch Drive. The trail then passes through the Chatelain residential neighborhood to Crown Valley Parkway. The trail then crosses Crown Valley Parkway and passes through Crown Valley Community Park, then northerly along the Sulphur Creek Channel past the regional sewage treatment plant and into Laguna Niguel Regional Park. The trail continues through Laguna Niguel Regional park and across Alicia parkway to join the Aliso Creek Trail.

Oso Creek Trail: The Oso Creek Trail commences at the Arroyo Trabuco Trail at the confluence of the Arroyo Trabuco and Oso Creek just downstream from Camino Capistrano and extends northerly along Oso Creek to Oso Parkway where it crosses Cabot Road and joins Nellie Gail Trail.

Hiking and Equestrian Plan

-  Hiking Trail
-  Equestrian Trail
-  Under-Crossing



Niguel Trail: The Niguel Trail commences at the junction of the Oso Trail northerly of Crown Valley Parkway and extends southwesterly along Sulphur Creek to Moulton Parkway. A side trail commences east of the Marion Bergeson Elementary School and leads into the Nellie Gail development in the City of Laguna Hills. The trail then proceeds along the southwesterly side of Moulton Parkway to a point where it turns southerly on Yosemite Road. It then passes under La Paz Road in an existing undercrossing to join the Salt Creek Trail within Laguna Niguel Regional Park.

Nellie Gail Trail: Although not included within the City, this trail extends through Nellie Gail residential development and joins the Niguel Trail. The Nellie Gail Trail commences at a junction with the Oso Creek Trail at Cabot Road and extends through the Nellie Gail Ranch community along Oso Parkway, then turns northerly to La Paz Road. After crossing La Paz Road through an existing equestrian undercrossing, the trail extends southwesterly within an existing open space on the northerly side of La Paz Road to Moulton Parkway where it passes under an existing undercrossing. The trail then extends northwesterly along the southwesterly side of Moulton Parkway to Alicia Parkway. At this point, the trail is planned to cross Alicia Parkway and extend southwesterly adjacent to Alicia Parkway to join the Aliso Creek Trail.

Aliso Creek Trail: The Aliso Creek Trail extends along Aliso Creek, immediately west of the City boundary, southwesterly to a point approximately two miles from the coast at Horseshoe Bend where the trail terminates. The trail is complete with the exception of some small sections. The trail, also known as the Forest to the Sea Trail, does not yet connect to the coast. It is important for the City to seek to complete this trail within the area under its jurisdiction where feasible.

Trail Design Criteria

Hiking and equestrian trails have different design criteria for different trail uses and locations. Trails for hiking purposes only, which are generally located in environmentally sensitive areas may be constructed to a minimum width of 5 feet, with a two-foot buffer area for drainage. Trails which permit hiking and equestrian uses shall be designed with a minimum 10-foot trail tread and 5-foot buffer area. Special circumstances may warrant deviations from these design criteria. The Community Development Director may approve modifications to trail standards.

B. Bikeways Plan

Bikeways are an integral component of the trail program for Laguna Niguel. They provide non-motor vehicle access to parks and open space and are an energy-efficient and environmentally sound form of travel. Bikeways have a beneficial impact on recreation by increasing destination opportunities and encouraging bicycle riding for pleasure.

Bikeways Classifications

The Bikeways Plan for Laguna Niguel is shown on Figure OS-6. The Plan indicates the general location of all bikeways in the City. The Bikeways Plan reflects two categories of bikeways: Class I and Class II.




Class I: A Class I Bikeway is a facility which is physically separated from a roadway and designated primarily for the use of bicycles. Class I Bikeways typically serve corridors not served by streets and highways, or where sufficient right-of-way exists to construct a separate facility parallel to the roadway. They can provide both recreational and commuter opportunities. These facilities often utilize abandoned railroad rights-of-way, utility easements, flood control channels, parks and similar linear open space corridors.

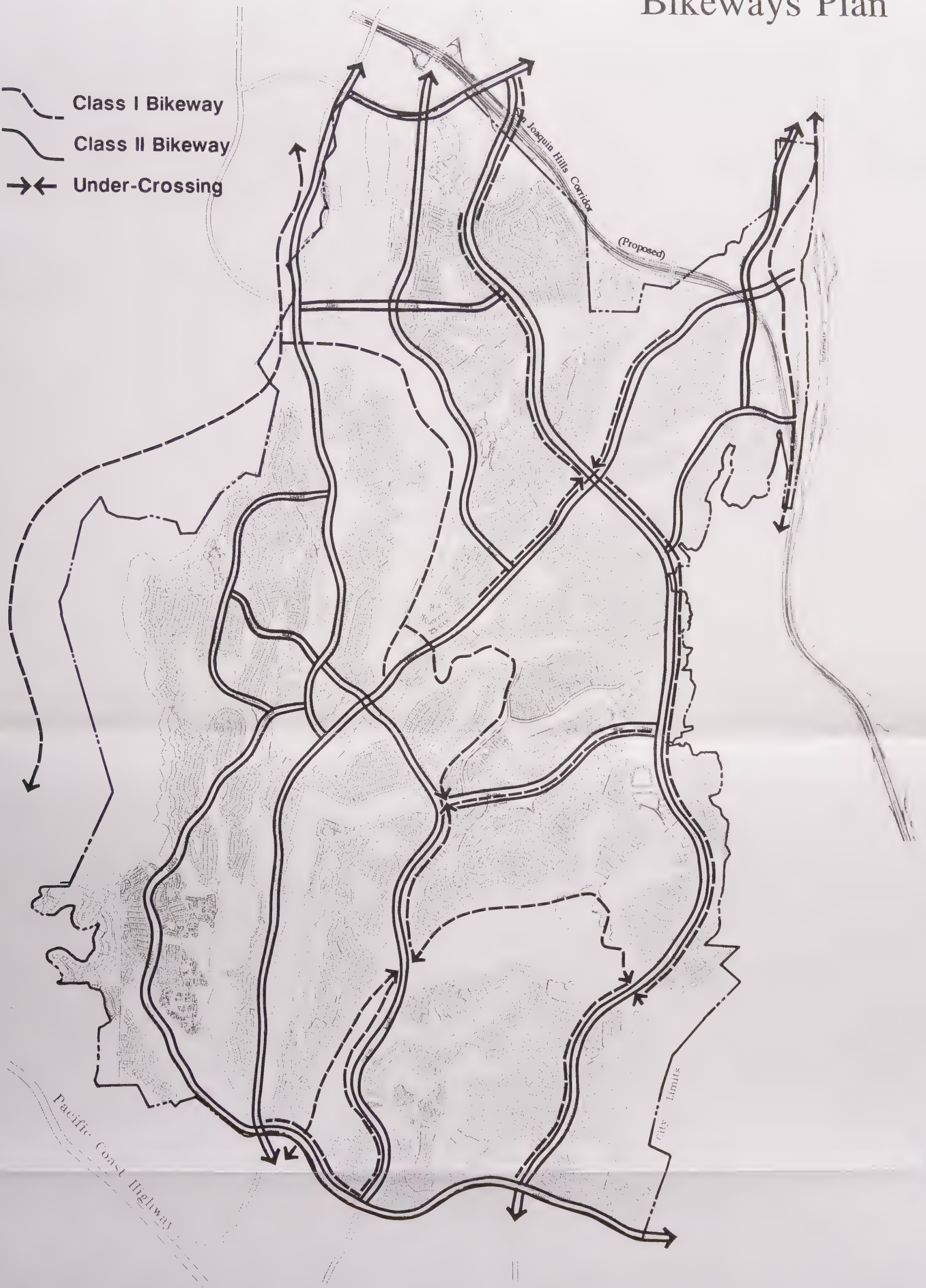
Class II: A Class II lane is a facility featuring a stripped lane on the paved area of a road for preferential use by bicycles. It is located along the edge of the paved area outside the motor vehicle travel lanes. However, bike lanes may be wide enough to accommodate both parking and bicycle traffic. A bike lane serves to differentiate the right-of-way assigned to bicyclists and motorists, and provides for predictable movements of each. A bike lane is typically identified by black and white "Bike Lane" signs, special lane striping and may have "Bike Lane" stenciled on the pavement. Bike lanes are one-way facilities intended to be ridden in the same direction as adjacent motor vehicle flow.

Bikeway Development

When analyzing and developing the City's Bikeway Plan, it is helpful to categorize different types of cyclists by their riding habits. One category of cyclists includes families, children, and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and on off-street trails if the trails are large regional trails. These cyclists do not ride on sidewalks. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will also ride on off-street trails if the trails provide a more direct route to their destinations. Similar to the fitness rider, commuter cyclists do not ride on the sidewalk. In order to accommodate all of the City's cyclists, the City's goal is to provide a network of both on-street and off-street bikeways.

Bikeways Plan

-  Class I Bikeway
-  Class II Bikeway
-  Under-Crossing



Design Criteria

Class I bikeways should be designed for two-way bicycle travel and pedestrian traffic. When feasible, the trails should have a tread width of 12 feet, with a two-foot wide drainage and buffer area on either side. If this is not feasible, a minimum of a ten-foot tread width is permitted. Class I bike trails should be designed to accommodate bicycle speeds of up to 20 miles per hour on the flat area and 35 miles per hour in hilly terrain. Special care should be taken when designing trails to provide for as much sight distance as possible around corners.

A combination bikeway and equestrian trail should have a minimum right-of-way of 26 feet. This right-of-way provides for a ten-foot tread for equestrian uses, a twelve-foot tread for bicycles, and two-feet on either side for drainage. Special circumstances may warrant a deviation from these design criteria. The Community Development Director may approve modifications to trail standards.

VII. CONSERVATION COMPONENT

Orange County's climate and topography encompasses a wide range of natural resources. The county rises over 5,000 feet in elevation from the coast to the crest of the Santa Ana Mountains, and includes eight major vegetation communities. The Orange County Environmental Management Agency estimates that approximately 50% of the County is covered by natural vegetation, with most of this occurring in the northeastern and southern parts of the County.

As Orange County continues to develop, additional pressure will be placed on the regional and local natural environment. Wildlife habitat can be expected to diminish further, resulting in an overall reduction in the ecological integrity of the region, and the deterioration of regional wildlife resources through habitat fragmentation and reduced viability of populations (i.e., their ability to remain self-sustaining and avoiding extinction).

It is important that sensitive natural resources in Laguna Niguel are conserved. Through multi-purpose programs, the environmental review process, and coordination among various responsible agencies, the important goal of maintaining sensitive natural resources in Laguna Niguel can be achieved.

The Conservation Component provides for the management and conservation of natural resources. The Component consists of three State mandated sections. Section A provides a discussion of sensitive wildlife and vegetative resources in Laguna Niguel. Section B addresses natural resources in the area that are used for the managed production of other resources. Section C provides a discussion regarding the conservation of open space for public health and safety. The reference materials and supporting data for the Conservation Component is contained in the City's Master Environmental Assessment

A. Conservation of Natural and Cultural Resources

There are a number of natural resources in Laguna Niguel that have ecological, aesthetic and scenic value. If conserved and maintained, these resources can provide social, educational and ecological benefits to the City residents and visitors.

This section of the Conservation Component discusses sensitive wildlife and vegetative resources, sensitive cultural resources and prominent landforms in Laguna Niguel. These resources are important and must be considered in all future development proposals. The resource maps provided in this section should be reviewed as a first step in the development review process. Through proper management, the City will be able to ensure conservation of natural resources.

Wildlife and Vegetative Resources

Laguna Niguel lies within the coastal hills of southern Orange County. Biologically, the coastal hills region encompasses a range of Upper Sonoran terrestrial habitats from coastal sage scrub to riparian habitat. Gentle rolling hills covered with grasslands, coastal sage scrub and chaparral dominate this region. Riparian woodlands are supported by drainage courses that provide a conducive environment for natural

wildlife. Large stands of coastal sage scrub exist in the coastal hills south of Aliso Canyon. Non-native annual herbs and grasses dominate lower slopes and areas where scrub vegetation was removed to provide grazing lands.

Urbanization within the City has eliminated most of the native coastal sage scrub and chaparral habitats. Small, isolated pockets of chaparral and coastal sage scrub occur among residential and commercial developments. As a result, many of these islands of vegetation are not large enough to support the larger animals (deer, bobcat, and gray fox) that typically occupy these habitats. The lack of well-developed woodland habitat in the City further limits the use of this urban area by wildlife.

The open space areas contain a mix of native and introduced habitats, including coastal sage scrub, chaparral and grassland. These remaining open space areas are important biologically because they support flora and fauna that now have limited distributions.

Sensitive Species and Plant Communities

Sensitive biological resources include: (1) species present in the project vicinity that have been given special recognition by federal, state, or local resource conservation agencies and organizations due to declining, limited, or threatened populations, resulting in most cases from habitat reduction; and (2) habitat areas that are unique, of relatively limited distribution, or of special value to wildlife. The state and federal governments have developed a rating system to designate the status of sensitive species. These designations include "Candidate", "Threatened" or "Endangered". Endangered species are those which are in danger of extinction throughout all or a significant portion of their range. A threatened species is one which is likely to become endangered within the foreseeable future. A candidate species is one that is under review for listing as threatened or endangered, either by the State Department of Fish & Game or the U.S. Fish & Wildlife Service. Although the state and federal agencies are responsible for monitoring and protecting these sensitive biological resources, local members of such private organizations as the Audubon Society and the California Native Plant Society also play active roles in the conservation process.

This section will summarize those species of concern to the U.S. Fish and Wildlife Service (USFWS) and the California Department of Fish and Game (CDFG).

Data provided by the California Natural Diversity Data Base indicates that several sensitive species of plants have been identified in the Laguna Niguel area. Table OS-3 shows the sensitive plant species, their status, and habitat association.

Data provided by the California Natural Diversity Data Base indicates that although no unique, rare or endangered animal species have previously been recorded within Laguna Niguel, several sensitive species are known to occur in the region, as summarized in Tables OS-3 and OS-4.

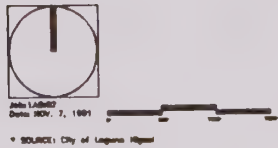
Figure OS-7 shows the four main plant communities in Laguna Niguel, as identified from the aerial photographs: coastal sage scrub, maritime chaparral, grassland, and riparian.

Table OS-3 Sensitive Plant Species and Communities in the Project Region*		
Species	Status	Habitat
<i>Caulanthus simulans</i> Payson's jewelflower	C2 CNPS 4	Chaparral CSS
<i>Comarostaphylis diversifolia ssp diversifolia</i> Summer holly	C2 CNPS 1B	Chaparral
<i>Dudleya multicaulis</i> Many-stemmed dudleya	C2 CNPS 1B	Chaparral CSS Grasslands
<i>Dudleya stolonifera</i> Laguna Beach Dudleya	C1, CT CNPS 1B	Chaparral Woodland Grassland
<i>Dudleya viscida</i> Sticky dudleya	C1 CNPS 1B	CSS
<i>Harpagonella palmeri</i> Palmer's grappling hook	CNPS 2	Chaparral CSS Grasslands
<i>Verbesina dissita</i> Big-leaved crownbeard	CT	Chaparral
<i>Juncus acutus sphaerocarpus</i> Spiny rush	CNPS 4	Marsh
<i>Anemopsis californica</i> Yerba mansa	LC	Marsh
<i>Quercus dumosa</i> Coastal scrub oak	LC	Chaparral
<i>Aphanisma blitoides</i> Aphanisma	CNPS 3	CSS
<i>Verbesina dissita</i> Crown beard	CT	Chaparral
PLANT COMMUNITIES		
Coastal sage scrub		
Southern Sycamore Alder Riparian Woodland		
Valley Needlegrass grassland		
Southern mixed riparian forest		
Southern cottonwood willow riparian forest		
Southern coast live oak riparian forest		
<p>* The project region is defined as the area contained within the Dana Point, Laguna Beach, and San Juan Capistrano USGS 7.5 minute quadrangles. The source is the CNDDDB (1992) and Smith, J.P. and K. Berg (eds.). 1988. Inventory of rare and endangered vascular plants of California. California Native Plant Society. Special Publication No. 1 (4th ed.).</p> <p>LEGEND</p> <p>Status</p> <p>C1 Species for which there is sufficient biological information to support a proposal to list as Endangered or Threatened.</p> <p>C2 Candidate for federal listing, insufficient information for listing at this time.</p> <p>CT State listed as threatened.</p> <p>LC Local Concern</p> <p>CNPS 1B Plants considered rare and endangered by the California Native Plant Society.</p> <p>CNPS 2 Plants rare or endangered in California but common elsewhere.</p> <p>CNPS 4 Plants of limited distribution-A Watch list.</p> <p>Habitats</p> <p>CSS Coastal sage scrub</p>		

Table OS-4 Sensitive Animal Species in the Project Region*		
Species	Status	
	Federal	State
BUTTERFLIES		
<i>Danaus plexippus</i> Monarch butterfly	None	None
FISH		
<i>Eucyclogobius newberryi</i> Tidewater goby	C2	CSC
AMPHIBIANS AND REPTILES		
<i>Clemmys marmorata</i> Western pond turtle	C2	CSC
<i>Cnemidophorus hyperythrus</i> Orange-throated whiptail	C2	P
<i>Phrynosoma cornatum blainvillei</i> San Diego horned lizard	C2	CSC
BIRDS		
<i>Elanus caeruleus</i> Black-shouldered kite	None	P
<i>Aquila chrysaetos</i> Golden eagle	None	P
<i>Campylorhynchus brunneicapillus couesi</i> San Diego (coastal population) Cactus Wren	C2	None
<i>Lanius ludovicianus</i> Loggerhead shrike	C2	CSC
<i>Poliophtila californica</i> California gnatcatcher	C2	CSC
<i>Athene cunicularia</i> Burrowing owl	None	CSC
MAMMALS		
<i>Perognathus longimembris</i> Pacific pocket mouse	C2	CSC
<p>* The project region is defined as the area contained within the Dana Point, Laguna Beach, and San Juan Capistrano USGS 7.5 minute quadrangles. The source is the CNDDDB (1992).</p> <p>Federal</p> <p>C2 - Federal Candidate List 2 insufficient information for listing at this time. E - Listed as federally endangered. P - Protected from take by federal law.</p> <p>State</p> <p>E - Listed as endangered by the State of California. CSC - California species of special concern. P - Protected from take by California law.</p>		

Plant Communities

- Grassland
- Coastal Sage Scrub
- Maritime Chaparral
- Ornamental (Landscaped Habitat)
- Grassland/Ornamental Mix
- Coastal Sage Scrub/Maritime Chapparal
- Blue-line Streams/Riparian



These plant communities are natural features of Laguna Niguel and as such are independent of the land use categories discussed in this and other sections of the General Plan. Among these, the coastal sage scrub and riparian (or blue-line stream channels) represent sensitive habitats. In terms of the California Environmental Quality Act (CEQA), chaparral is considered a sensitive habitat where it supports populations of sensitive species, such as the San Diego coast horned lizard. Relatively little coastal sage scrub habitat is currently found in Laguna Niguel, as shown in Figure OS-7. The largest, contiguous areas of coastal sage scrub are found in the vicinity of Salt Creek and in the hillside area on the western border of the city. California gnatcatchers, which the US Fish & Wildlife Service recently proposed be listed as endangered, nest only in coastal sage scrub. California gnatcatchers could occur in virtually any of the coastal sage scrub habitat in Laguna Niguel, necessitating field surveys for their presence prior to any disturbance of their habitat. Any development proposals within these habitats should be required to prepare detailed biological assessment and if needed mitigation plans. Figure OS-7 shows four blue-line streams occur in Laguna Niguel: Salt Creek, Aliso Creek, Oso Creek, and an unnamed drainage found on the western border of the City, south of Aliso Creek. The riparian habitat along these drainages is largely degraded. However, any development proposals that impact these areas will be required to comply with Federal and State regulations.

Cultural Resources

Orange County has a history and prehistory that, despite the rapid change of recent past, has left a rich heritage of valuable cultural resources. Cultural resources are defined as buildings, structures, objects, sites and districts of significance in history, archeology, and paleontology. These resources should be conserved because they provide a link to a region's past, as well as a frame of reference for a society moving into the future. Cultural resources are a source of pride for a community.

Cultural resources are abundant in South County, along the coast and in creek areas. Several factors contribute to this condition. Certain geological formations, due to their nature and age, are fossil bearing or non-fossil bearing. Fossil-bearing formations are prevalent in South County. Prehistoric human occupation was most common in areas where food, water, and shelter were available. Perhaps the most important factor in the presence or absence of cultural resources is the subsequent activity in the area which may have impacted the resource. Activities such as floods, erosion, and grading, if they occurred since the time when the cultural resource came into existence, may have destroyed or damaged the site. For this reason it is important that we properly manage known areas of cultural resource sensitivity.

Historic Resources

Evidence indicates that the San Juan Capistrano Region was well occupied for several thousand years. During this time at least three aboriginal cultures are known to have occupied the area. Many changes took place over the millennia with overall population size increases and dietary emphasis shifting. The long span of aboriginal

occupation and changes on land use patterns has resulted in a wide range of historical sites in a variety of locations. Sites have been reported on the Moulton ranch and scattered locations along the coastal bluff and terraces of southern Orange County. Although the City does not have any historical resources within its boundaries, several are located nearby including; San Juan Capistrano Mission, Heritage Hill and the Modjeska House.

Archaeological Resources

Archaeological sites are locations which contain significant levels of resources which identify human activity. Generally a site is defined by an accumulation or presence of one or more of the following criteria: food remains, tools, waste from the manufacturing of tools, concentrations or alignments of stones, modification of rock surfaces and human skeletal remains.

Archeological sites are abundant in Laguna Niguel. Archaeological sites generally are located along coastal areas and in creek areas. Due to the sensitive nature of archaeological resources, specific site locations are not released. Instead, sensitive areas are designated.

Paleontological Resources

Paleontological sites are those that show evidence of pre-human activity. Often they are simply small outcroppings visible on the surface or sites encountered during grading. While the sites visible on the surface are important indications, it is the geologic formations that are the most important indicators of potential paleontological resources. Maps for paleontology generally show sensitive areas based on the underlying geologic formation. Laguna Niguel is encompassed by two General Areas of Sensitivity, the Laguna Hills-Dana Point District and the San Joaquin Hills District. Both of these districts are rich in paleontological resources.

Prominent Landforms

The natural setting of Laguna Niguel is characterized by low lying hills and steeper escarpments that create several prominent landforms. Prominent landforms are considered a natural and aesthetic resource. Most of the natural landscape of Laguna Niguel has been altered by previous grading activities. However, there are still a number of ridgelines in the City that offer extended viewsheds. One of the more important ridge areas is located in the southwestern portion of the City. This area is characterized by predominantly steep slopes with elevations ranging from 818 feet to 220 feet, near Aliso Creek. The area provides distant views of the ocean. Other ridges are located in the Salt Creek and Colinas Bluff areas. Many of these ridge areas have slopes that are in excess of 30%. To control and soften the visual impact of hillside development and to ensure the safety and stability of development, the City has adopted a Hillside Protection Ordinance. The Ordinance specifically addresses development restrictions in steep areas, limitations on earth movement, contouring of

manufactured slopes, slope and retaining wall heights, visual mitigation, and protection of biological resources.

The Aliso Creek Corridor and the Salt Creek Corridor are both considered prominent landforms in the City. Both offer a number of recreation and educational opportunities.

The Aliso Creek Corridor is a nineteen mile greenbelt linking the Cleveland National Forest to the Pacific Ocean. The corridor is a regional open space facility that is owned and maintained by the County of Orange. The area is the subject of the Aliso Creek Corridor Specific Plan. The plan regulates the types of use planned for the corridor and establishes standards to regulate urban encroachment. The corridor is considered a valuable resource due to the presence of scenic highways, arterial bikeways, regional riding and hiking trails and various local and community parks.

The Salt Creek Corridor is a large open space corridor that extends from Laguna Niguel to the Pacific Ocean. Approximately 300 acres of the corridor is within Laguna Niguel. In September of 1978 County of Orange prepared the Salt Creek Corridor Specific Plan. The study boundary of the specific plan encompassed a series of separately owned parcels that were planned for development. The purpose of the plan was to coordinate the design of the urban interface with the open space resources of the corridor.

A total of 300 acres of the corridor consists of the Salt Creek Regional Park. Laguna Niguel owns this area in fee, but the County of Orange has a recreation easement over the property. A general development plan has been prepared for the regional park. It was the intent of the development plan to have the County develop all regional amenities within the regional park and have the Laguna Niguel Community Service District provide local park improvements. To fund the regional improvements the County established the Salt Creek Fee Program. The fees from this program have been placed in a trust fund and have been reserved for improvements to the Salt Creek Regional Park.

Laguna Niguel is responsible for all local park planning in the Salt Creek Corridor. Joint regional/local improvements, such as trails and bikeways may be eligible for funding from the fee program. Further coordination with the County of Orange will be required.

B. Conservation/Open Space Used for the Managed Production of Resources

Open Space areas for the managed production of resources with regard to this section include agricultural lands, areas of economic importance for the production of food or fiber and areas containing major mineral deposits. The City of Laguna Niguel is predominantly a residential community that includes a limited amount of undeveloped land. None of this undeveloped land is currently used for commercial agriculture, and

is unlikely that any of the undeveloped land will be used for agricultural purposes in the future.

No mineral resources have been identified within the City of Laguna Niguel. The City of San Juan Capistrano, located immediately south and east of Laguna Niguel, does contain some sand and gravel operations along Trabuco Creek. However, these operations would not be affected by development in Laguna Niguel.

The conservation of open space areas for the managed production of resources does not directly affect lands within the City of Laguna Niguel.

C. Conservation/Open Space for Public Health and Safety

Laguna Niguel must protect the public health and safety of the community. This involves the identification of areas that pose a potential threat to health and safety, along with the implementation of proper planning techniques to minimize potential health and safety threats. Information on potential seismic and public safety hazards and policies addressing those issues are presented in the Seismic/Public Safety Element of the General Plan.

VIII. GOALS, POLICIES AND ACTIONS

Goal 1 Well-maintained public and private open space.

Intent A significant portion of Laguna Niguel is devoted to open space. It is the large amount of open space that establishes the open space character of the City. Open space provides residents a sense of community identity and civic pride. It is one of the primary reasons why residents have chosen to live in the City. The conservation and maintenance of open space is one of the major unifying values of residents.

Policy 1.1 Preserve and protect the scenic and visual quality of areas designated for Open Space areas as a resource of public importance.

Action

1.1.1 Where feasible, to secure permanent open space through dedication and/or easements as a part of the discretionary review process.

Policy 1.2 When siting a proposed development project, locate the project in areas containing less sensitive landforms and preserve the most sensitive landforms and natural resources of the project site as open space.

Goal 2 A system of public and private parks and recreation facilities achieved in cooperation with private community associations.

Intent Parkland in Laguna Niguel is comprised of publicly and privately owned park sites and recreational facilities. These facilities are highly valued by the City. The operation and maintenance of these park and recreation facilities is the responsibility of either the Laguna Niguel Community Services District (LNCSD) or private community associations. It is important to the City that all park and recreation facilities be retained and properly managed.

Policy 2.1 Provide park and recreational facilities that meet the needs of senior citizens, young adults, children, disabled individuals and families.

Actions

2.1.1 Develop a Senior Center with adequate parking and public transportation access.

2.1.2 Develop recreation programs that provide spontaneous games and more non-organized activities to meet the needs of teenagers.

- 2.1.3 Develop park plans that provide facilities and programs for people with disabilities.

Policy 2.2 Plan for new high quality recreation facilities and programs.

Actions

- 2.2.1 Where feasible, establish new indoor and outdoor recreation facilities in existing and planned parks and recreation facilities.
- 2.2.2 Establish a linked trail system and provide bikeways.
- 2.2.3 Conduct a feasibility study to explore the potential for a municipal golf course.
- 2.2.4 Conduct a feasibility study to explore the potential for public or private equestrian facilities that would provide convenient access to the City's equestrian trail system.

Policy 2.3 Facilitate cooperative use of recreational facilities and programs.

Actions

- 2.3.1 Coordinate programs with organizations such as: YMCA, youth sports, schools, homeowners' associations and religious organizations.
- 2.3.2 Encourage and expand joint use of the Capistrano Unified School District park and recreation facilities.

Policy 2.4 Continue effective park and recreation area maintenance programs.

Action

- 2.4.1 Continue an effective maintenance program to properly maintain publicly owned playing fields and recreational facilities.

Policy 2.5 Ensure a flexible park master planning process that is responsive to community input.

Actions

- 2.5.1 Involve the community and community service organizations in comprehensive park and recreation planning processes.
- 2.5.2 Consider physical, social and economic factors to determine changing needs and levels of demand in the park and recreation planning process.

Goal 3 **A trail system that meets the bicycling, hiking and equestrian needs of residents.**

Intent Laguna Niguel contains a comprehensive system of trails and bikeways. A major intent of this goal is to afford citizens opportunities for trail oriented recreation activities. These facilities are intended to also enhance recreational opportunities by providing non-vehicular linkages to open space areas and recreational facilities.

Several of the trails are part of a regional system that provide linkages to open space facilities located outside of the City and expansion of such linkages is part of the intent of this goal. The trails network is a valued component of the open space park and recreation systems. Further discussion regarding bikeways and pedestrian circulation is provided in the circulation element.

Policy 3.1 Implement the Bikeway, and Hiking and Equestrian Plans.

Action

3.1.1 Require the dedication of right-of-way and construction of public trails to City standards as a condition of approval of development projects, where feasible.

Policy 3.2 Identify areas where trails can be located off-street and separated from vehicular traffic wherever possible. Class I bike trails shall not be located on or in conjunction with sidewalks intended for pedestrian use.

Policy 3.3 Expand existing regional trail facilities where attractive opportunities exist or can be created.

Policy 3.4 Plan bicycle routes to facilitate access to open space areas and recreational facilities, as well as other uses such as schools, neighborhoods and commercial centers.

Actions

3.4.1 Plan for the completion of the Salt Creek Bikeway between Niguel Road and Camino del Avion.

3.4.2 Locate bikeways along designated scenic corridors wherever environmentally, physically, and economically feasible.

3.4.3 Provide bicycle trail information to the public.

3.4.4 Encourage developers to provide local bicycle trails and rack facilities within their projects as conditions of development.

- Policy 3.5** Plan for the completion of the Aliso Creek Forest to the Sea Trail within Laguna Niguel.
-

Goal 4 Conservation and enhancement of visual resources along scenic highway corridors.

Intent Scenic highway corridors provide open space relief along highways and pedestrian ways and add to the open space character of the City. The Scenic Highways Plan for Laguna Niguel is shown on Figure OS-3. Its intent is to maintain and enhance landscaped corridors through sensitive design and appropriate regulations.

- Policy 4.1** Coordinate with the County of Orange and the Cities of Orange County in requiring scenic corridors to protect existing scenic qualities of the corridors.

Actions

- 4.1.1** Impose conditions on new development along landscaped corridors to preserve unique visual features.
- 4.1.2** Incorporate pedestrian and bicycle trails into the right-of-way of landscaped corridors where feasible.
-

Goal 5 Conservation of natural resource areas of community and regional significance.

Intent The interrelationships between local communities and the surrounding natural environment help establish a community as a desirable and healthful place to live. The conservation of natural resources helps to preserve biological diversity, provides passive recreation and educational opportunities, facilitates the maintenance of natural, life-sustaining systems, and gives people the opportunity to witness wildlife in natural environs. The conservation of natural resources is a long term benefit for all. The intent is to identify and conserve natural resources within designated open space areas within the community.

- Policy 5.1** Conserve sensitive species and plant communities and wildlife habitats to the maximum extent feasible through open space dedication and easements, creative site design and other workable mitigation actions.

Actions

5.1.1 Evaluate impacts on sensitive species, such as the species identified by California Department of Fish and Game, U.S. Fish and Wildlife Service, the California Native Plant Society, and the California Natural Diversity Data Base, as part of the environmental review process on development projects.

5.1.2 Require replacement of valuable biological resources through enhancement or expansion of existing resources areas.

Policy 5.2 Recognize Aliso Creek, Sulphur Creek, and Salt Creek as important open space resources and cooperate where feasible to enhance their conservation value.

Action

5.2.1 Conduct a survey to identify specific sites suitable for wildlife habitat enhancement.

Policy 5.3 Review the Plant Communities Map for all new development proposals.

Actions

5.3.1 Require development proposals in areas expected to contain important plant communities and wildlife habitat to provide detailed biological assessments.

5.3.2 Require mitigation for impacts to wildlife habitat to be provided within the City of Laguna Niguel, to the maximum extent feasible.

Goal 6 Carefully review sensitive hillside areas within the community.

Intent

Hillside areas offer aesthetic rewards to some residents, a place for recreation for many and a means for conserving other valuable resources of the City. They help to form the open space character of the City. These areas deserve special attention and should be protected from insensitive development. Public views should be preserved and the natural vegetation should be retained as much as possible, modified mainly for fire protection purposes where necessary.

Policy 6.1 Provide for the preservation of sensitive hillside and canyon areas in accordance with the City's Hillside Protection Ordinance.

Policy 6.2 Consider significant natural features, including sensitive hillsides and ridgelines as part of the development review process.

Actions

6.2.1 Respect the natural landform as a part of site planning and architectural process to minimize grading and visual impact.

6.2.2 Require the practice of proper soil management techniques to reduce erosion, sedimentation, and other soil-related problems.

Goal 7

Recognize significant cultural sites or features within the community.

Intent

The intent is to ensure that these resources are conserved because they provide a link to a community's past, as well as a frame of reference for the future. These resources require conservation or they will be lost to future generations.

Policy 7.1 Review the technical data on sensitive cultural resources for all new development proposals.

Policy 7.2 Require mitigation of impacts to significant areas of archaeological and paleontological resources.

Policy 7.3 Preserve uncovered resources in their natural state, as much as feasible to assure their preservation and availability for later study. Require that uncovered resources are documented and retained in an appropriate museum or other institution.

Actions

7.3.1 Require effective mitigation measures where development may affect archaeological or paleontological resources.

7.3.2 Require the preparation of archaeological or paleontological reports in areas where there is potential to impact cultural resources.

7.3.3 Require that an archaeologist or paleontologist be retained to observe grading activities in areas where the probable presence of archaeological or paleontological resources is indicated.

Goal 8

Conservation and enhancement of the Aliso Creek Corridor.

Intent

The Aliso Creek Corridor is a regional open space corridor that extends from Aliso and Wood Canyons Regional Park to the Santa Ana Mountains. The corridor extends through the Cities of Lake Forest, Laguna Hills, Laguna Beach and Laguna Niguel. In addition, it extends through the 3,400 acre Aliso Greenbelt area. The Aliso Creek Specific Plan contains several policies,

standards and programs addressing such issues as the protection of resources, noise, riding and hiking trails, public systems and public safety. The policies from the Specific Plan have been incorporated into the City's Local Coastal Program and the Open Space/Parks/Conservation Element. The Aliso Creek Corridor is considered to be a valuable open space resource that should be conserved and remain accessible to Laguna Niguel residents.

- Policy 8.1** Cooperate with the County of Orange to maintain ecological balance by protecting infringement on those areas in and along Aliso Creek which have significant environmental value.
- Policy 8.2** Cooperate with the County of Orange to conserve, and expand where possible riparian areas in the Aliso Creek area as sources of shelter and water for wildlife.
- Policy 8.3** Cooperate with the County of Orange to conserve a continuous open space corridor along the Aliso Creek corridor in order to maintain animal migration opportunities and conserve natural and recreational resource values.

Actions

- 8.3.1** Work with the County to promote to the greatest extent possible the conservation of natural resources within the Aliso Creek Corridor.
- 8.3.2** Provide open space and trail connections between Laguna Niguel and the Aliso Creek Corridor wherever possible.

Goal 9

Conservation and Enhancement of the Salt Creek Corridor.

Intent

The Salt Creek Corridor is a large open space corridor that extends from Laguna Niguel to the Pacific Ocean. Approximately 300 acres of the corridor is within Laguna Niguel: the Corridor consists of a broad canyon that is characterized by a deeply cut channel and rolling grassland. It contains a number of sensitive wildlife and plant life resources. The previously prepared Salt Creek Corridor Specific Plan and General Development Plan addresses the conservation and restoration of the open space area. These plans also provide for the extension of hiking, equestrian and bicycle trails through the area. Additional information regarding Salt Creek Corridor is located in the Conservation Component.

- Policy 9.1** Develop recreational uses within the Salt Creek Corridor which will complement existing and proposed community facilities, consistent with the natural resource values of the corridor.

Actions

9.1.1 Coordinate with the County the development of local and regional park improvements.

9.1.2 Encourage the establishment of a volunteer interpretive program to provide public education on natural resources within the corridor.

Policy 9.2 Protect sensitive wildlife and plant life communities.

Policy 9.3 Retain appropriate portions, including wetland areas, of Salt Creek as a sustainable natural habitat.

Policy 9.4 Enhance wildlife habitat areas, where feasible.

Goal 10 **Effective utilization and Management of Water Resources.**

Intent

Through the wise use of water resources within the City, water quality can be maintained and the quantity of water consumed can be minimized. Adequate flood control and protection can be provided, and stormwater runoff can be utilized as a resource. The intent is to achieve cost effective and environmentally responsible water management. Although the City of Laguna Niguel has a high percentage of land that has been developed, areas for future redevelopment may have a significant effect on the water resources of the community. Therefore, it is essential to protect the existing drainage courses in as natural condition as much as possible. There is a significant concern regarding the depletion or pollution of groundwater resources. Water conservation measures should be adopted by the City to effectively reclaim water and encourage water conservation throughout the development process.

Policy 10.1 Require appropriate water conservation and mitigation measures on all development projects.

Actions

10.1.1 Require drought-tolerant landscaping and water conserving fixtures, where feasible.

10.1.2 Where feasible, incorporate reclaimed water systems into landscape irrigation plans.

IX. GROWTH MANAGEMENT

The focus on growth management in this Element is on park land and open space to enhance the policies and actions specified in Section VIII, above.

Park Facilities

Local Neighborhood and Community parks are obtained by dedication under authority of the California Government Code through a locally adopted ordinance. A Parkland Needs Assessment to identify existing and future parkland requirements is included as Section V.E. in this Element.

In Summary, Laguna Niguel includes 231.9 acres of useable parkland. The current standard of 3 acres per 1,000 persons suggests that the City should provide 138.8 acres of parkland, based on the current population of 46,251. The actual acreage provided (231.9) equates to 5.0 acres of parkland per 1,000 persons. At build-out the City is anticipated to include 267.0 acres of useable parkland. Based on the City's projected population of 61,671, the parkland to population ratio at build-out is expected to be 4.3 acres per 1,000 persons.

A key aspect of parkland dedication is the degree to which it is actually usable for recreation purposes. While landscaped slopes and other features may add to the attractiveness of the site, the parkland dedication requirement's purpose is to satisfy recreation needs. Other open space requirements address the preservation of open space for visual, conservation and aesthetic reasons. Thus, Section V.D. of the Element specifies the criteria for local parkland sites including size, shape, slope, location, etc.

Level of Service Standard: 3 acres of local park land per 1000 population.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Continue to implement the local park ordinance which requires a standard of 3 acres per 1,000 population, ensuring that all land so dedicated is usable for recreation purposes.

Actions if the Standard is Not Met:

1. Comply with requirements in the form of an in lieu fee.
2. Scale the project back to a level at which the required standard can be satisfied.

Open Space

There are several types of open space areas in the City of Laguna Niguel including Regional Open Space, Local Open Space (open space corridors, greenbelts, hillsides, and landscaping), and Landscaped Corridors along scenic highways. Open Space comprises over one third of the

acreage within the City. Therefore, it is important to manage and maintain existing open space areas.

Level of Service: Ensure that existing designated Open Space areas are conserved, managed and maintained and encourage future appropriate additions to the Open Space system.

Chapter Four
CIRCULATION

General Plan for the City of Laguna Niguel
Chapter 4 - Circulation

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Purpose of the Circulation Element	1
B. Related Plans and Programs	2
C. State Law and General Plan Guidelines	2
D. Scope and Content of the Element	4
II. CIRCULATION PLAN	5
A. Components of the Circulation System	5
B. Roadway Facility Designations	6
C. Performance Criteria	8
D. General Plan Circulation System	10
E. Public Transportation Plan	17
F. Bikeway Plan and Pedestrian Circulation	17
G. Rail	29
H. Equestrian Trails	29
I. Air	29
J. Harbor-Port	30
III. GOALS AND POLICIES	31
IV. IMPLEMENTATION PROGRAMS	42

General Plan for the City of Laguna Niguel
Chapter 4 - Circulation

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
C-1 Typical Cross-Sections	7
C-2 Master Plan of Arterial Highways	12
C-3 Lane Recommendations (North Section)	19
C-4 Lane Recommendations (South Section)	20
C-5 Circulation System	21
C-6 Existing Public Bus Routes	22
C-7 Bikeway Plan	25
C-8 Sidewalk Plan	28

List of Tables

<u>Table</u>	<u>Page</u>
C-1 Circulation System Performance Criteria	9
C-1A ADT Level of Service Volumes by Facility Types	9
C-1B Peak Hour Level of Service	9
C-2 Peak Hour Level of Service Descriptions	10
C-3 Required Intersection Improvements for General Plan Build-out	13
C-4 Traffic Signal Master Plan	15
C-5 Required Midblock Street Improvements for General Plan Build-Out	16
C-6 Sidewalk Plan	29

CIRCULATION

I. INTRODUCTION

The Circulation Element is one of seven mandated elements of the General Plan and is intended to guide the development of the City's circulation system in a manner that is compatible with the Land Use Element. A well-planned circulation system is important, and the State of California has mandated the adoption of a citywide Circulation Element since 1955. The anticipated level and pattern of development by the year 2010, as identified in the Land Use Element, and increased development in the surrounding areas will increase capacity demands on the City's roadways. To help meet these demands and achieve balanced growth, the City has adopted specific goals and policies which serve as the basis for the Circulation Element.

Several issues have been raised as part of the General Plan process and are addressed within this Element. They include implementation of the San Joaquin Hills Transportation Corridor and the Moulton Parkway/Street of the Golden Lantern improvements, identification of circulation constraints in the Camino Capistrano development area and provision of adequate capacity for existing and future development. The planned extension of Marina Hills Drive (Camino Los Padres) to Camino Capistrano in the City of San Juan Capistrano is assumed to be completed under the General Plan forecasts. The traffic implications of not extending this roadway are discussed in the General Plan Traffic Study.

A. Purpose of the Circulation Element

The purpose of the Circulation Element is to provide a safe, sensible, and efficient circulation system for the city. The current State mandate for a Circulation Element states that the General Plan shall include:

"...a circulation element consisting of the general location for proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan."

To meet these objectives, the Circulation Element addresses the circulation improvements needed to relieve traffic congestion due to future land uses. It also addresses potential demand management strategies and mass transit services. Corresponding goals and policies have been adopted to ensure that all components of the circulation system will meet the needs of the City.

The Element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. The "Laguna Niguel General Plan, Traffic Analysis," prepared by Austin-Foust Associates, provides background information and acts as a supporting document for the Element. The Traffic Analysis is included in the Technical Appendices (Volume III).

B. Related Plans and Programs

Several transportation plans have been prepared by the County of Orange, focusing on the development of a regional transportation system to handle the anticipated traffic loads expected from future development. Plans and programs related to the Circulation Element include the following:

- County of Orange, Master Plan of Arterial Highways
- San Joaquin Hills Transportation Corridor plans
- Moulton Parkway Improvement Plans
- South Coast Air Basin, Air Quality Management Plan
- County of Orange, Congestion Management Plan
- County of Orange, Growth Management Plan
- County of Orange, Master Plan of Scenic Highways
- County of Orange, Master Plan of Countywide Bikeways
- Los Angeles/San Diego Corridor Commuter Rail Plan

C. State Law and General Plan Guidelines

This section summarizes the State law and guidelines established to aid in the preparation of a city's General Plan. It also discusses the Circulation Element's relationship to other Elements in the General Plan.

1. Legislative

California State law requires that each city and county adopt a comprehensive, long-term General Plan for its own physical development. In essence, a city's General Plan serves as the blueprint for future growth and development. As such, the plan must contain policies and programs designed to provide decision-makers with a solid basis for land use-related decisions.

The General Plan must address many issues which are directly related to and influence land use decisions. One such issue is circulation. The General Plan is required to address the circulation impacts of land use decisions to the extent that they apply to a particular jurisdiction.

The "General Plan Guidelines" (Section 65302 of the California Government Code), published by the State of California, Office of Planning and Research, suggests that the policies and plan proposals of the Circulation Element should:

- a. Coordinate the transportation and circulation system with planned land uses;
- b. Promote the efficient transport of goods and the safe and effective movement of all segments of the population;
- c. Make efficient use of existing transportation facilities; and,

- d. Protect environmental quality and promote the wise and equitable use of economic and natural resources.

Insofar as they pertain to the community, the following subjects are included in the Circulation Element of the General Plan:

- Streets and highways
- Transit and rapid transit
- Railroads
- Bicycle and pedestrian facilities
- Commercial, general and military airports

The purpose of this Element is to comply with the directive of the State law and guidelines in order to achieve the objectives of promoting the efficient transport of goods and the safe, efficient movement of traffic within the city.

2. Relationship to Other General Plan Elements

One of the requirements of General Plan Law is for cities to achieve internal consistency throughout the various General Plan elements. For instance, the Circulation Element portrays the roadway system needed to serve traffic generated by the uses permitted in the Land Use Element, as well as increased development in the surrounding areas. The Circulation Element is associated with the Noise Element since traffic forecasts are used, in conjunction with other data, to determine noise contours for the General Plan land uses.

The Circulation Element is also related to the Seismic/Public Safety Element and the Open Space/Parks/Conservation Element. The Public Safety Element addresses evacuation routes and minimum road widths to accommodate city residents in the event of a catastrophe, and the Open Space/Parks/Conservation Element can identify landscaping standards for roadways, scenic highways and multi-use recreation trails.

Because of its transportation-related issues, the Growth Management Element has a relationship with the Circulation Element. In November 1990, Orange County voters approved Measure M which increases sales tax revenues in order to fund needed transportation improvements throughout the County. To qualify to receive a portion of these revenues, each jurisdiction within the County must adopt a Growth Management Element.

The Growth Management Element mandates that growth and development be based upon the City's ability to provide an adequate circulation system. For example, the Element must contain a policy that establishes a minimum Level of Service (LOS) to be maintained at intersections impacted by new development. In addition, the Element must contain a policy to promote Transportation Demand Management (TDM) measures in the City and must contain a

comprehensive phasing program to ensure coordination between new development and roadway capacities. These issues will be addressed in a consistent fashion between the Circulation and Growth Management Elements.

D. Scope and Content of the Element

This Element is comprised of several sections which address the major components of the circulation system. Each section contains summary information on the existing and future conditions of the system, relevant plans and programs which influence circulation in Laguna Niguel, and the goal and policy statements corresponding to each component. Following these sections, noteworthy characteristics of each component of the system are discussed. Detailed information pertaining to existing and forecast conditions are documented in detail in the "Laguna Niguel General Plan, Traffic Analysis."

II. CIRCULATION PLAN

This section of the Circulation Element describes the location and extent of circulation facilities and services, and identifies standards that apply to each. To portray the continuity of the circulation system, the General Plan graphics include planned facilities outside the City limits which are inside the analysis area used for the overall circulation analysis.

A. Components of the Circulation System

Several components comprise the circulation system serving the City of Laguna Niguel. A regional network provides for travel demand through the City, to and from destinations outside of the City, and the local network provides for travel demand within the City, for residents, employees and visitors. Both are described in the following sections.

1. Regional Network

Major Generators

The City of Laguna Niguel is located in southwestern Orange County and is primarily surrounded by residential communities. Regional circulation is a major issue as commuter traffic between these communities and the county's major employment centers to the north contribute to the regional travel demand in Laguna Niguel.

Freeways

The San Diego Freeway (Interstate 5 or I-5) is the major north-south route for regional interstate travel between San Diego and Los Angeles, and is located directly east of the city. It consists of four travel lanes in each direction with full interchanges at Crown Valley Parkway and Avery Parkway. A proposed widening program for I-5 is currently being considered and could feature one high-occupancy vehicle (HOV) lane in each direction and/or auxiliary lanes between selected interchanges.

Additional north-south regional circulation will be provided by the planned San Joaquin Hills Transportation Corridor (SJHTC), a 15-mile controlled access toll road extending from State Route 73 in the City of Newport Beach to Interstate 5 in south Orange County. A total of 5.5 miles of the Corridor, designed to accommodate six lanes in this vicinity, will be located within or adjacent to the City of Laguna Niguel.

The planned "Alternative 1" Confluence Alignment shows the Corridor forming a confluence with I-5 approximately 1,800 feet south of Avery Parkway in the City of San Juan Capistrano. The alignment does not include an interchange at Avery Parkway and would not affect the existing I-5/Avery Parkway interchange

configuration. Interchanges are proposed at Greenfield Drive (north of Crown Valley Parkway), at Moulton Parkway between Aliso Niguel and Pacific Park Drive, and at La Paz Road north of Pacific Park Drive.

2. Local Network

The local network, which is comprised of arterial roads, and local and collector streets, is described in detail in the following section.

B. Roadway Facility Designations

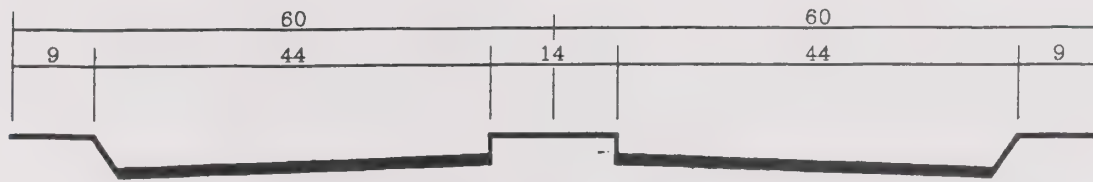
The future roadway system in Laguna Niguel has been defined using a classification system which describes a hierarchy of facility types. The categories of roadways included in this classification system differentiate the size, function and capacity of the roadway links for each type of roadway.

There are several basic categories in the hierarchy, ranging from "Freeway" with the highest capacity through "Major," "Primary" and "Secondary" arterials, to "Commuter" streets with the lowest capacity. Typical midblock cross-sections for arterial classifications are provided in Figure C-1. Actual midblock and intersection cross-sections may vary somewhat from the indicated measurement standards, but in order to provide maximum capacity, as well as right-of-way protection for landscaping, bike lanes and future roadway improvements, the typical roadway cross-sections are recommended as future minimums. Major, primary, and secondary arterials are expected to include bike lanes which conform to City standards.

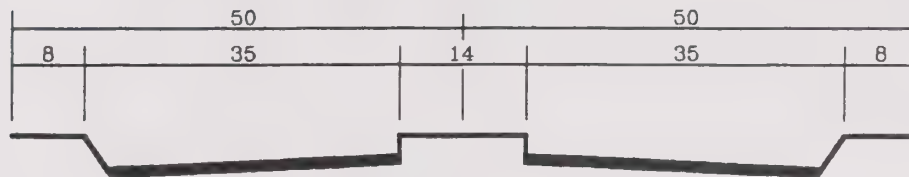
The desirable goal for every classified street section is that it carry the designed volume of traffic at the desired level of service. Within this requirement, descriptions of width and facilities are offered as non-exclusive alternatives; variation in design is expected, depending on different community design characteristics. Different optional facilities are also expected (on-street parking, sidewalks versus pathways, bicycle lanes or paths, extra parkway or median landscape treatment, etc.)

The four categories of roadways located in Laguna Niguel (plus the "Freeway" category) are described in greater detail in the following paragraphs:

- Freeway:** A six- to ten-lane divided arterial roadway with full access control and a typical right-of-way width in excess of 150 feet, designed and maintained by the State Department of Transportation.
- Major:** A six-lane divided roadway, with a typical right-of-way width of 120 feet and a curb-to-curb pavement width of approximately 100 feet.
- Primary:** A four-lane divided roadway, with a typical right-of-way width of 100 feet and curb-to-curb pavement width of 84 feet.



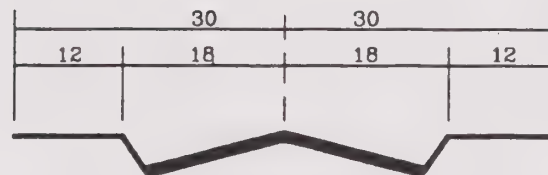
Major Arterial 120' R/W



Primary Arterial 100' R/W



Secondary Arterial 80' R/W



Commuter Street 60' R/W

C-1
TYPICAL CROSS-SECTIONS

- Secondary:** A four-lane undivided roadway, with a typical right-of-way width of 80 feet and a curb-to-curb pavement width of 64 feet.
- Commuter:** A two-lane undivided roadway, with a typical right-of-way width of 64 feet and a curb-to-curb pavement width of approximately 40 feet. Its function is to distribute traffic between local streets, and major and primary arterials. Although some commuters serve as through routes, their primary function is to provide access to surrounding land uses.

As a roadway facility is downgraded, the non curb-to-curb width increases to allow for landscaping and other amenities.

C. Performance Criteria

Evaluating the ability of the circulation system to serve the desired future land uses requires establishing suitable "performance criteria". These are the means by which future traffic volumes are compared to future circulation system capacity, and the adequacy of that circulation system assessed.

Performance criteria have a policy component which establishes a desired level of service (LOS) and a technical component which specifies how traffic forecast data can be used to measure the achievement of the criteria. The performance criteria used for evaluating volumes and capacities on the City street and highway system are summarized in Tables C-1, C-1A and C-1B. They include both Average Daily Trip (ADT) link volume and peak hour intersection volume criteria.

Average daily trip (ADT) capacities represent the general level of daily traffic that each roadway type can carry and should be used as a general design guideline only. Level of service for the circulation system is more precisely determined by examining peak hour intersection volumes, and therefore the Circulation Element uses peak hour volumes as a basis for determining appropriate capacity needs.

The City of Laguna Niguel has established level of service (LOS) "C" as a target level of service (LOS) standard and LOS "D" as a threshold standard. The City recognizes that not all intersections within the City can meet the target LOS "C". Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target LOS of "C", at peak periods only, but do not exceed the City's threshold LOS standard of "D". For an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet the target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies. For ADT link volumes, a level of service "D" standard is used to monitor capacity needs.

Table C-1
Circulation System Performance Criteria

The following are the performance criteria used for comparing volumes and capacities on the city street and highway system:

I. AVERAGE DAILY TRAFFIC (ADT) LINK VOLUMES

Level of Service D - All roadways

Table C-1A below shows ADT volumes corresponding to these levels of service.

II. PEAK HOUR INTERSECTION VOLUMES

Level of Service C - Target level of service.

Level of Service D - Threshold level of service.

Table C-1B below shows how these levels of service are specified.

Table C-1A
ADT Level of Service Volumes by Facility Types

Facility Type	MAXIMUM VOLUME	
	LOS D	LOS E
Freeway (per lane)	18,500	20,500
Major (6 lanes divided)	50,600	56,300
Primary (4 lanes divided)	33,800	37,500
Secondary (4 lanes undivided)	22,500	25,000
Commuter (2 lanes)	11,300	12,500

Table C-1B
Peak Hour Level of Service

Peak hour intersection Level of Service (LOS) to be based on Intersection Capacity Utilization (ICU) values calculated as follows:

Saturation flow rate

1700 Vehicles Per Hour (VPH)

Clearance interval

.05 ICU

Levels of Service are as follows:

Level of Service	Maximum ICU Value
LOS A	.60
LOS B	.70
LOS C	.80
LOS D	.90
LOS E	1.00
LOS F	Above 1.00

Table C-2 describes traffic flow quality for different levels of service. Such criteria would be applied consistently for evaluating land use and circulation system changes and are the basis for the General Plan circulation recommendations contained in this report.

Table C-2 Peak Hour Level of Service Descriptions		
Level of Service	Traffic Flow Quality	ICU Value
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and 10 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles waiting through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles waiting through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume occurring at Level of Service "E."	Above 1.00
Source: "Highway Capacity Manual, Highway Research Board Special Report 87, National Academy of Sciences," Washington, D.C., 1965, Page 320.		

These level of service descriptions are based on the Intersection Capacity Utilization (ICU) method. The ICU method measures the ratio of intersection demand to capacity. The ICU is calculated by adding the ratios of demand to capacity for the critical movements at an intersection.

D. General Plan Circulation System

The goals and policies included in this Element emphasize the importance of developing a circulation system that is capable of serving both existing and future residents while preserving community values and character. The Circulation Plan that is required to support the Land Use Element is discussed in the following sections.

1. Existing Circulation Plan

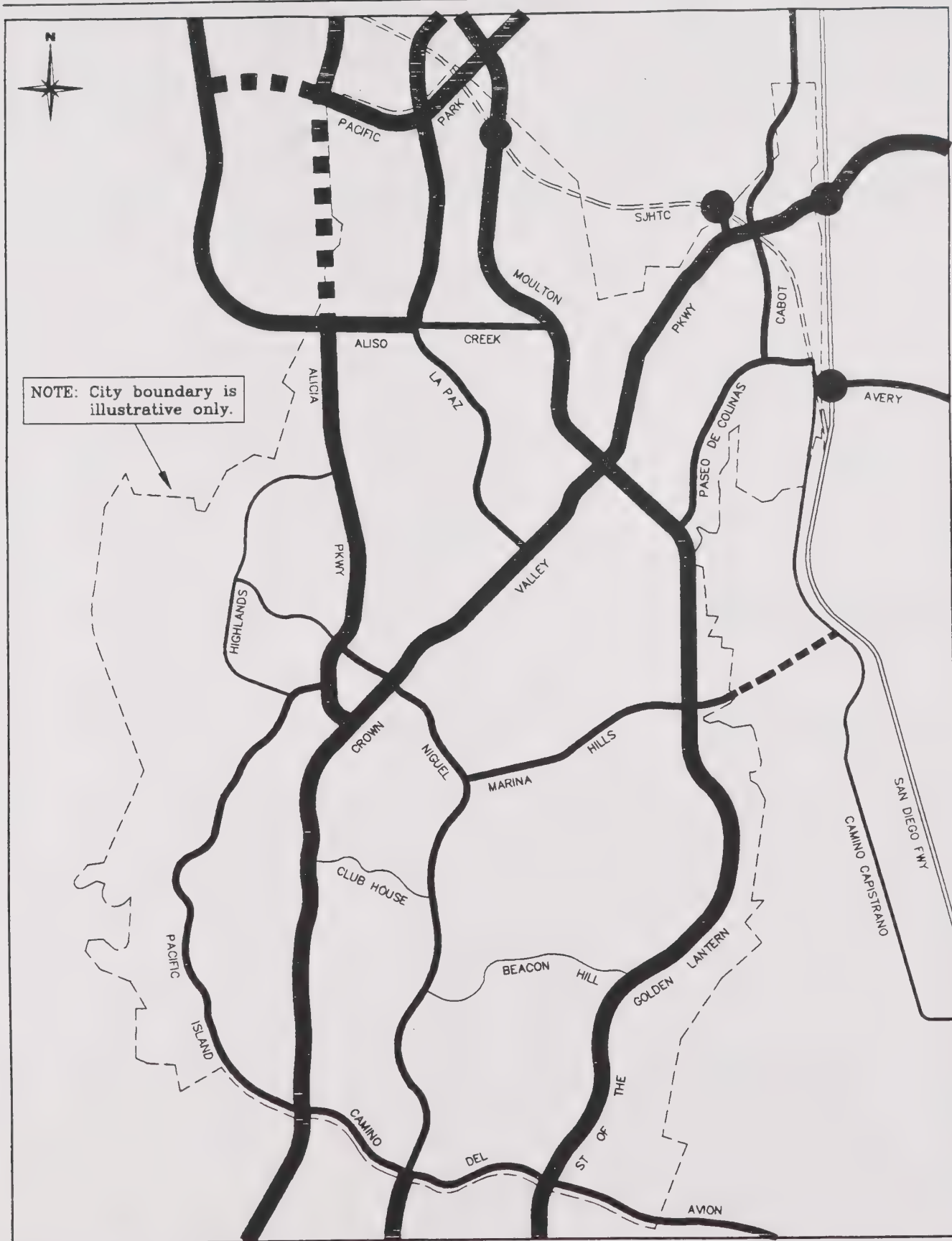
Illustrated in Figure C-2 is the currently planned roadway system contained in the Circulation Element of the Orange County General Plan. Labeled the Master Plan of Arterial Highways (MPAH), it describes the location and extent of circulation facilities and services, and identifies standards that apply to each. The MPAH has been evaluated as part of the General Plan process and was the basis for developing a separate Circulation Plan for the City.

The planned circulation system is already largely established, leaving little flexibility for modification. However, internal circulation within the City will improve with the completion of the City's Circulation Plan, and regional circulation will improve with the construction of the San Joaquin Hills Transportation Corridor (SJHTC) and the Moulton Parkway/Golden Lantern improvements.

2. Recommended Circulation Plan

As discussed in the previous section, the goal for every classified street is that it carry the designed volume of traffic at the desired level of service. Table C-3 summarizes the full set of intersection improvements required to maintain acceptable levels of service at intersections in the City at buildout of the General Plan. The "additional" improvements identified at the Camino Capistrano/Avery Parkway intersection and the I-5/Avery Parkway interchange will require some significant reconfiguration and widening to implement. Camino Capistrano itself will be widened on the southbound approach to accommodate two through travel lanes as part of the Master Plan implementation. The second through lane is not needed to accommodate the forecast volume and could be striped as a second left-turn lane. The inside left-turn lane would be used for traffic destined to Avery Parkway or to the I-5 northbound on-ramp and the second left-turn lane would be dedicated to the I-5 southbound on-ramp. The second westbound left-turn lane from Avery Parkway to southbound Camino Capistrano could be implemented through restriping of the existing street section. As part of the improvements at this intersection, the traffic signals would also be interconnected and phased to allow the southbound left-turn traffic from Camino Capistrano to continue through the next intersection (I-5 southbound ramps) without stopping.

At the I-5 southbound ramps at Avery Parkway, a third lane on the off-ramp is required to accommodate the forecast volumes and will require some widening of the ramp structure itself. At the northbound ramps, the second westbound through lane would require removal of the existing sidewalks on both sides of Avery Parkway under the bridge and reconstruction of the existing travel lanes. The sidewalks could be replaced by reinstalling them behind the bridge piers which would require the construction of retaining walls.



NOTE: City boundary is illustrative only.

LEGEND

- Major
- Primary
- Secondary
- Commuter
- Interchange

Note: Dashed line indicates future roadway.

C-2

MASTER PLAN
OF ARTERIAL HIGHWAYS

Table C-3

REQUIRED INTERSECTION IMPROVEMENTS FOR GENERAL PLAN BUILD-OUT

INTERSECTION	MASTER PLAN IMPROVEMENTS	ADDITIONAL IMPROVEMENTS
WITHIN CITY OF LAGUNA NIGUEL		
4. Moulton & Aliso Creek	Second NBL, Separate SBL, Separate EBT, Construct east leg of intersection	Restripe west leg for 2 EBR
7. Moulton & Rancho Niguel	None	Separate EBR, Separate WBR
12. Crown Valley & Moulton	Separate NBR	Fourth NBT, Fourth SBT, Fourth EBT, Fourth WBT
13. Greenfield & Crown Valley	Second SBL	Reconfigure separate WBR to free right, restripe SBT to shared left/thru
14. Cabot & Crown Valley	Second SBL, Separate SBR, Separate WBR, Second NBL, Second EBL	Fourth EBT, Fourth WBT
19. Cm Capistrano & Avery	Second SBT, Second NBT	Restripe SBT to second SBL, Second WBL, Interconnect signal with I-5 SB/Avery signal
22. Golden Lantern & Colinas	Second SBL, Third SBT, Third NBT	
24. Golden Lantern & Marina Hills	Second SBL, Second EBL, Third SBT, Third NBT, Separate SBR	Restripe 2 WBTs to a shared thru/right and a dedicated right, Second WBL, Fourth NBT
31. Golden Lantern & Del Avion	Third SBT, Third NBT	Separate WBR
41. Greenfield & Rancho Niguel	None	Second NBL
OUTSIDE CITY OF LAGUNA NIGUEL		
15. I-5 SB & Crown Valley	Widen southbound off-ramp to accommodate 4 lanes, Fourth EBT	None
16. I-5 NB & Crown Valley	Reconfigure interchange to accommodate WB, NB and EB free rights, Second NBL	None
20. I-5 SB Ramps & Avery	None	Additional lane on off-ramp
21. I-5 NB Ramps & Avery	None	Second WBT
33. Greenfield & SJHTC WB	New intersection as planned by TCA	Restripe 1 NBT to a shared left/thru

(Continued)

Table C-3 (cont)

REQUIRED INTERSECTION IMPROVEMENTS FOR GENERAL PLAN BUILD-OUT

INTERSECTION	MASTER PLAN IMPROVEMENTS	ADDITIONAL IMPROVEMENTS
OUTSIDE CITY OF LAGUNA NIGUEL (cont)		
35. Moulton & SJHTC WB	New intersection as planned by TCA	Second NBL
36. Moulton & SJHTC EB	New intersection as planned by TCA	Second SBL, Restripe shared EBL/EBR to a second dedicated right
37. La Paz & SJHTC WB	New intersection as planned by TCA	Second NBL

Notes: 1. WBL = Westbound left, WBT = Westbound thru, WBR = Westbound right, etc.

2. "Master Plan Improvements" represent the type of improvements that would be implemented to attain the full Master Plan of Arterial Highways (MPAH) status of a particular roadway. "Additional Improvements" are those needed in addition to the "Master Plan Improvements" to provide acceptable peak hour service levels and may require additional right-of-way.

3. TCA = Transportation Corridor Agencies.

Table C-4 provides a prioritized listing of the traffic signals included in the City's Traffic Signal Master Plan. Remaining future signals are listed without prioritization.

The arterial streets in the planned circulation system (MPAH) were illustrated at the beginning of this section and are classified according to their facility-type designation and sized to provide sufficient capacity for previously projected volumes.

The Post-2010 average daily traffic (ADT) volumes for the Proposed General Plan (see the "Laguna Niguel General Plan, Traffic Study) indicated that under the current MPAH, certain links had traffic volumes in excess of their intended capacities. The major problem areas were portions of Street of the Golden Lantern, Crown Valley Parkway and Greenfield Drive. Table C-5 shows the proposed midblock street improvements needed to maintain acceptable levels of service. Certain street sections listed here have been designated as "augmented". This qualifier is applied to those roadways where additional ADT link capacity is required, and involves improvements such as intersection enhancements and auxiliary lanes which add to the effective link capacity.

**Table C-4
Traffic Signal Master Plan**

Intersection Location	Final Ranking
Alicia/Kite Hills S.	1
C.V.P./Hillhurst	2
Niguel/Augusta	3
Niguel/Beacon Hill	4
C.V.P./Adelanto	5
Marina Hills/Tropea	6
Niguel/Ivy Glen	7
Aliso Creek/Dorine	8
Pacific Island/Highlands	9
Golden Lantern/Adelanto	10
Golden Lantern/Aloma (2)	11
Alicia/Kite Hill N.	12
Moulton/Avila	13
C.V.P./Park Entrance	14
Alicia/Town Center	15
C.V.P./National Park	16
Avila/El Lazo	unranked
La Paz/Yosemite	unranked
La Paz/Rancho Niguel	unranked
C.V.P./Rancho Niguel	unranked
Moulton/Aliso Niguel	unranked
Golden Lantern/Escuela	unranked
Golden Lantern/Via de Anza	unranked
Cabot/Rapid Falls	unranked
Colinas/El Sur	unranked
Niguel/Highlands	unranked
Pacific Island/Club House	unranked
Pacific Island/Flying Cloud	unranked
Pacific Island/Ocean Way	unranked
Pacific Island/Star View	unranked
Pacific Island/Talavera	unranked

TABLE C-5
REQUIRED MIDBLOCK STREET IMPROVEMENTS
FOR GENERAL PLAN BUILD-OUT

Facility/Location	Master Plan Improvements	Additional Improvements
ALICIA PARKWAY Pacific Park to Aliso Creek	Construct 6 lanes	None
Crown Valley to Pacific Island Drive	Widen to 6 lanes	None
Aliso Creek to Avila	Widen to 6 lanes	None
CROWN VALLEY PARKWAY Greenfield to I-5	None	"Augmented" Major designation (Intersection enhancements and auxiliary lanes)
STREET OF THE GOLDEN LANTERN Crown Valley to Beacon Hill	Widen to 6 lanes	Intersection enhancement at Crown Valley and at Marina Hills
MARINA HILLS DRIVE Golden Lantern to eastern City boundary	None	Intersection enhancement at Golden Lantern
PACIFIC PARK DRIVE Alicia to La Paz	Widen to 6 lanes	None
NIGUEL ROAD La Hermosa to Los Arboles	None	Widen 4 ft. for Bike Lane and sidewalks
LA PAZ Regional Park to King Road	Widen to 4 lanes	None
MOULTON PARKWAY Aliso Creek to Crown Valley Parkway	None	Narrow medians to add Bike Lanes

The recommended intersection lane configurations are illustrated in Figures C-3 and C-4. The circulation system required to serve the level of traffic generated by the Proposed General Plan is illustrated in Figure C-5. Intersections which are projected to require more lanes than the typical arterial cross-section are indicated as "enhanced" intersections. Provision of additional lanes may require additional right-of-way beyond the standard provided within the typical arterial cross-sections. Enhanced intersections typically require 10-15 feet of right-of-way in addition to that shown for the typical arterial cross-sections.

E. Public Transportation Plan

The City of Laguna Niguel has a small network of public transit routes providing access to employment centers, shopping and recreational areas. The network is illustrated in Figure C-6 and service is provided by the Orange County Transit Authority. The established network includes Routes 85 and 99. Route 85 provides service between the Santa Ana Civic Center and San Clemente via Crown Valley Parkway, and Route 99 provides service between Laguna Hills Mall, the Chet Holifield Building in Laguna Niguel and Dana Point Harbor via Moulton Parkway/Golden Lantern.

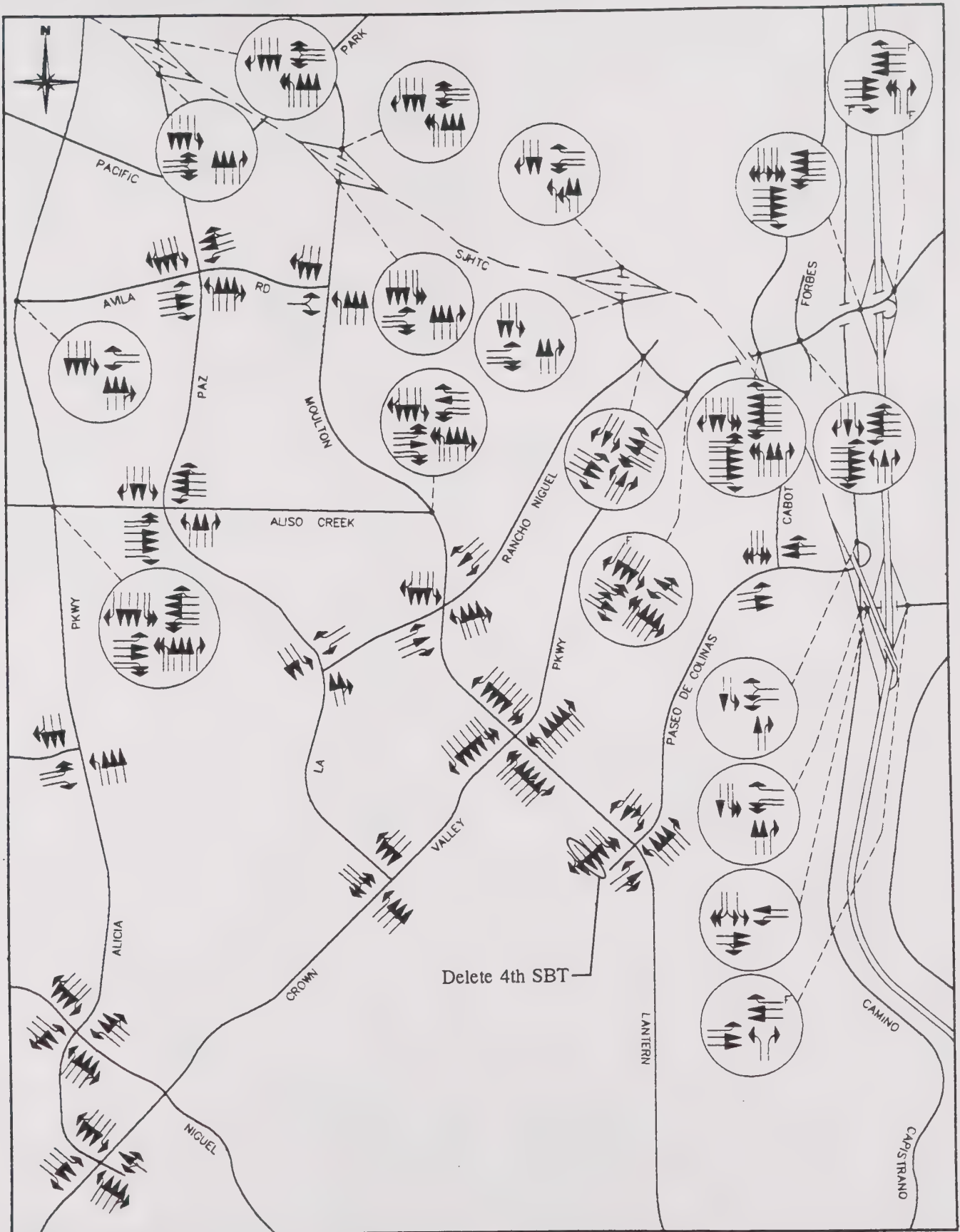
The City should continue to coordinate with the Orange County Transit Authority (OCTA) to identify transit needs and improve service to meet these needs. The plan shown here will then be expanded as such service improvements are implemented. Potential transit routes are reviewed each year for ridership demand and operational feasibility if implemented. The completion of the San Joaquin Hills Transportation Corridor (SJHTC) could also introduce "Park-N-Ride" facilities into the area, thereby enhancing ridership for non-local trips.

F. Bikeway Plan and Pedestrian Circulation

The City of Laguna Niguel recognizes that bicycle and pedestrian travel are an important component of the City's circulation system. Given the fact that Southern California, including Orange County, has a serious air quality problem and an increasing congestion problem, the City of Laguna Niguel encourages bicycle and pedestrian travel as alternative forms of transportation.

When analyzing and developing the City's Bikeway Plan, it is helpful to categorize different types of cyclists by their riding habits. One category of cyclists includes families, children, and other recreational riders who ride at a slow pace. These riders generally prefer to ride on off-street trails and sidewalks. Another category of riders is the fitness and recreational rider. These cyclists generally travel at high speeds for long distances. Primarily, these riders ride on the major arterial roadways and on off-street trails if the trails are large regional trails. These cyclists do not ride on sidewalks. The last category of cyclists includes the commuter cyclist. These riders also travel at high speeds and prefer to take the most direct route. Generally, these riders prefer to ride on major arterial roadways. However, commuter cyclists will

also ride on off-street trails if the trails provide a more direct route to their destination. Similar to the fitness rider, commuter cyclists do not ride on the sidewalk. In order to accommodate all of the City's cyclists, the City's goal is to provide a network of both on-street and off-street bikeways.

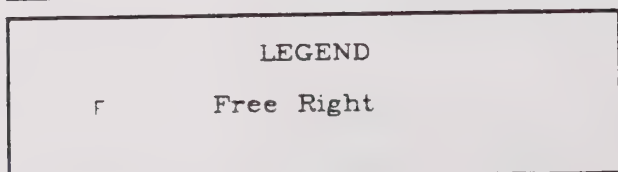


LEGEND

F Free Right


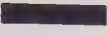





C-3

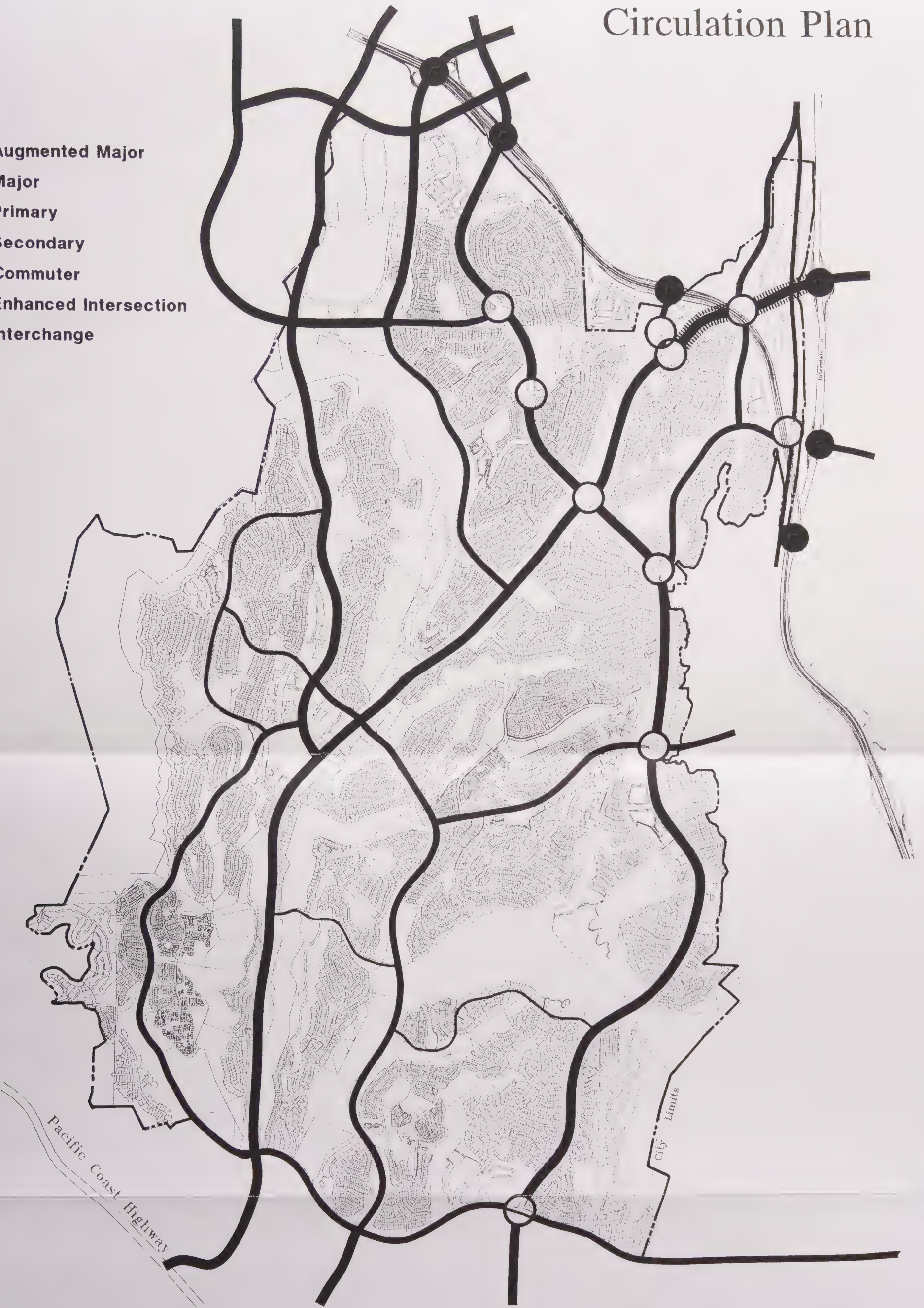
Lane Recommendations
(North Section)

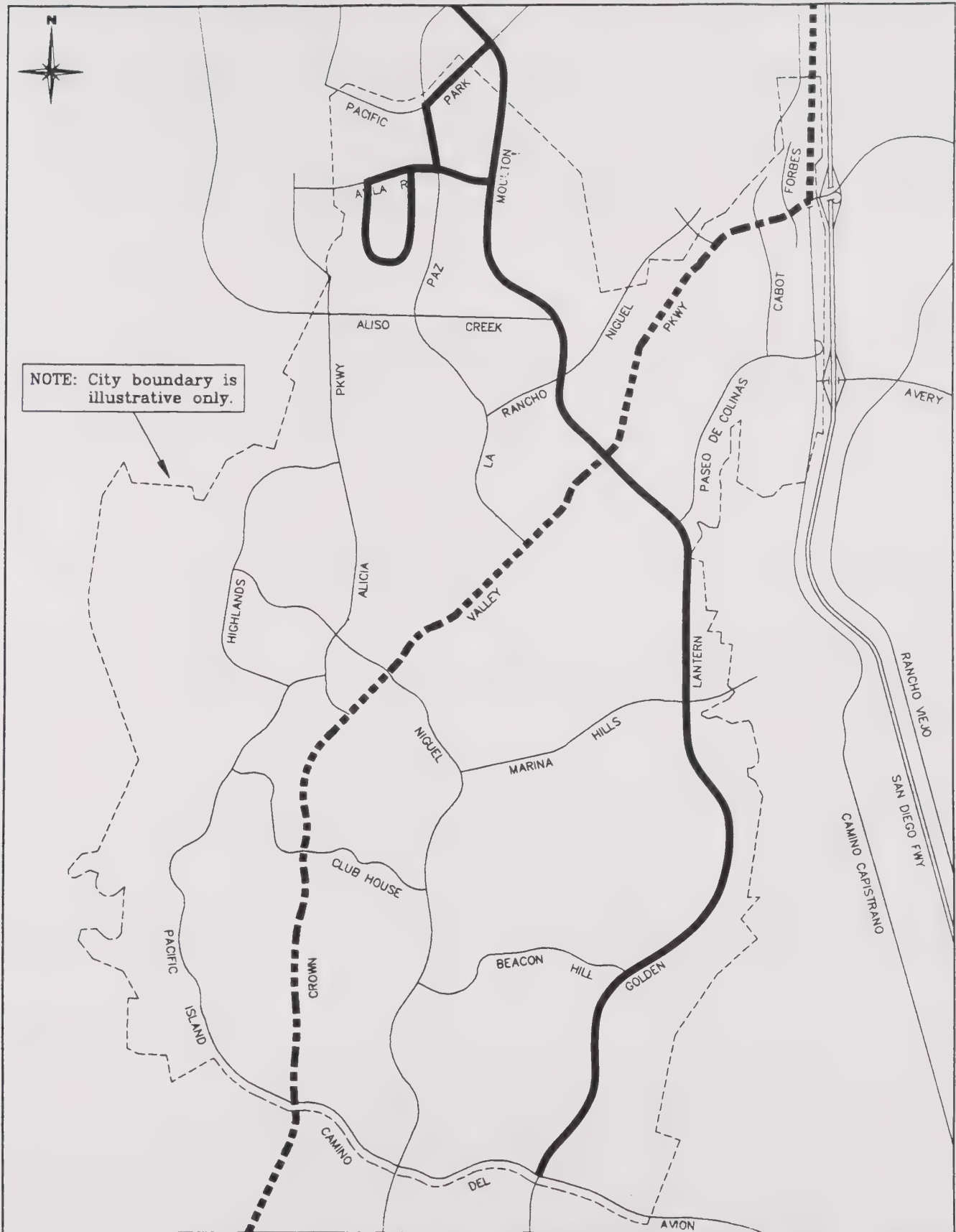


LAG-01\05GP-CIRCUL Draft Date: April 8, 1992

Circulation Plan

-  Augmented Major
-  Major
-  Primary
-  Secondary
-  Commuter
-  Enhanced Intersection
-  Interchange





LEGEND

- - - - - Route 85
- Route 99

C-6

EXISTING PUBLIC BUS ROUTES

Sidewalks designed to accommodate both pedestrian and bicycles serve a very limited function, and will be used only by children and very slow recreational riders. Encouraging other fast riding cyclists to use sidewalks creates a dangerous situation for both cyclists and pedestrians. Pedestrian trails connect various points in the community with nearby residential, commercial, and recreational uses. These trails not only provide efficient circulation, but ensure safe access to desired destinations.

1. Bikeway Plan

Figure C-7 shows the Bikeway Plan in Laguna Niguel. The goal is to develop a network of on-street and off-street bikeways to accommodate the different types of cyclists in Laguna Niguel. Currently, the network of bicycle routes is only partially established. Following completion of the improvements identified in the Bikeway Plan, bike lanes will be included on most of the City's primary and major arterial roadways. The following outlines the two categories of bikeways:

- **Class I:** A paved path that is separate from any motor vehicle travel lane;
- **Class II:** A restricted lane within the right-of-way of a paved roadway for the exclusive or semi-exclusive use of bicycles.

The network of Class I bikeways connects with trails and paths of adjacent communities and is discussed in the Open Space/Parks/Conservation Element of the General Plan.

2. Design Criteria

In order to promote bicycle travel in Laguna Niguel, adequately designed facilities which promote safe bicycle travel are essential. There are two basic hazards when riding bicycles on the street: motorized vehicles and road hazards.

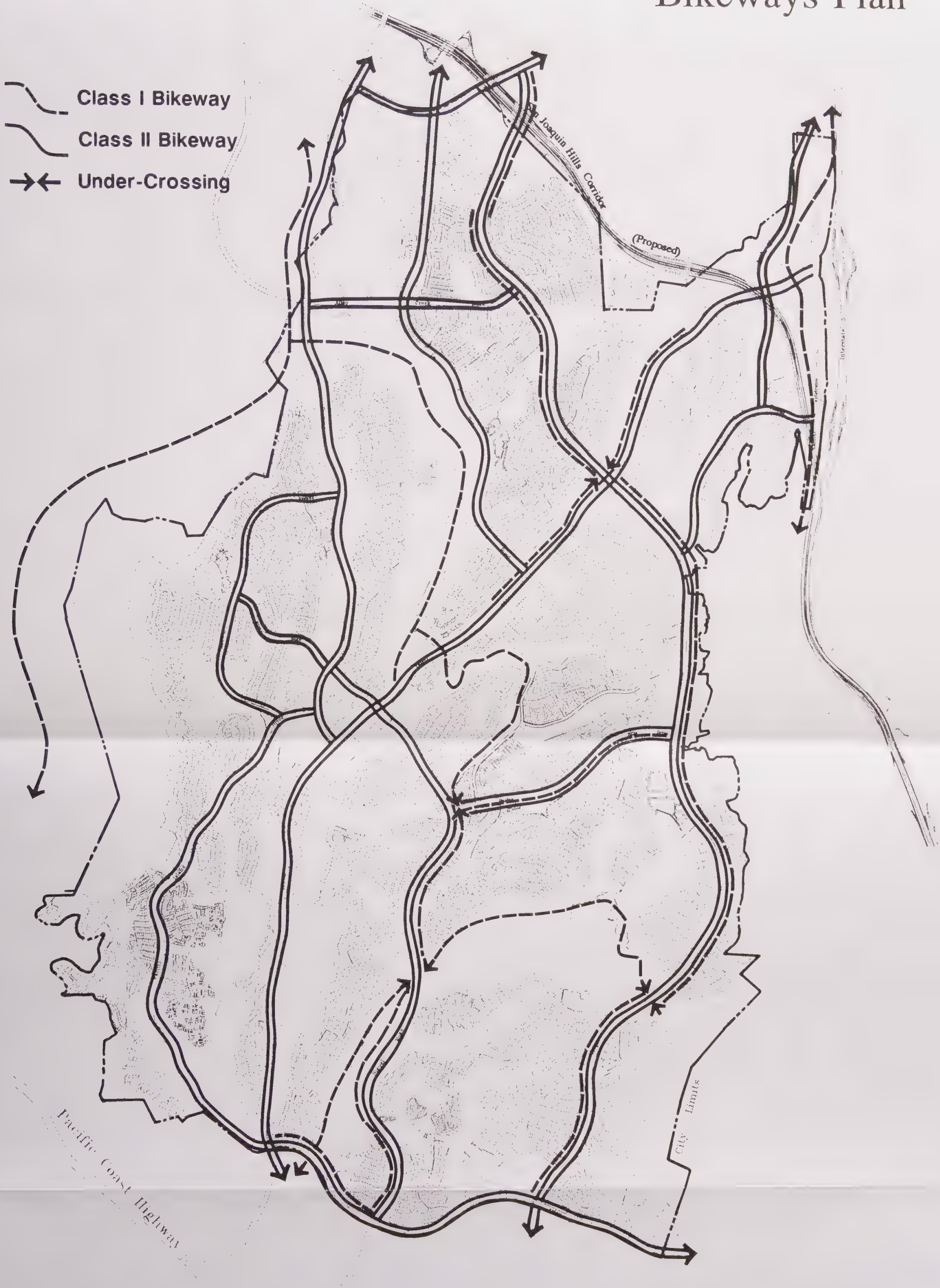
Appropriately designed roadways and good roadway maintenance can help minimize these hazards. The following are four types of facilities and programs which will help reduce the hazards of cycling.

Bikelanes

An effective and efficient bicycle system provides for the unrestricted movement of both motorized vehicles and bicycles. Therefore, it is essential to maintain a separation of motor vehicles and bicycles. The best method for providing this on-road separation is bicycle lanes. Bicycle lanes are an area between the curb and travel lane for exclusive or semi-exclusive use of bicycles. The minimum width of a bikelane should be five feet from the longitudinal line which separates the concrete gutter from the road surface for roadways without on-street parking. If parking is permitted, a minimum of fifteen feet from the curb should be provided to accommodate both parked vehicles and bicycles. If the road is designed without a separation between gutter and road surface, the bikelane should be five feet from the face of the curb.

Turning movements are the most likely time for bicycles and vehicles to conflict with one another. Vehicles which desire to make a right turn must cross the path of the cyclist and bicyclists which desire to make a left turn must cross the travel lanes. Therefore, to ensure safety and roadway efficiency, two design features should be included in roadway design, when feasible:

Bikeways Plan



1. When there is a free right turn lane or a right turn only lane, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first through travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.
2. When there is either one or multiple designated left turn lanes, an area to accommodate bicycle travel, with a minimum of four feet, should be provided between the last through travel lane and the first designated left turn lane.

Minimum Curb Lane Width

In areas where bike lanes are not feasible, it is essential to maintain a curb lane width wide enough to accommodate bicycles. If the curb lane width is too narrow, it creates a situation where bicycle travel becomes dangerous and motor vehicle travel is impeded by the presence of bicycles. Therefore, it is essential to maintain a minimum curb lane width of 17 feet in areas where Class II bikelanes are not feasible.

Road Hazards

One reason bicyclists tend to ride in the outside (closest the travel lane) portion of the bikelane is to avoid road hazards. There are many road hazards which occur near the curb. One of the major hazards is the longitudinal separation line which occurs between the concrete gutter and the road surface. Because this change in surface elevation is so dangerous for cyclists, the area between the longitudinal line and the curb should not be considered as part of a bike lane. Another road hazard near the curb is drainage grates. The parallel - bar grates can trap a bicyclist's wheel, causing a serious crash to occur. The best design for drainage facilities is the curb-face inlet. If this design is not feasible, then the next best approach is a bicycle safe grate, such as a honeycomb or short angled slot design. Another road hazard occurring near the curb is road debris. Vehicle travel tends to push debris toward the curbs. Regular street sweeping, can solve this problem.

Bicycle Sensitive Traffic Signals

Demand activated signals are known for being unresponsive to bicycles. Bicycles generally do not have either enough weight or metal to trip the activators. However, modern detection systems have been developed which do detect bicycles. One design available is a modified quadruple loop (Caltrans Type D). In addition to trip activation, signals should be constructed and retrofitted to include signal buttons for use by bicyclists.

3. Pedestrian Trails

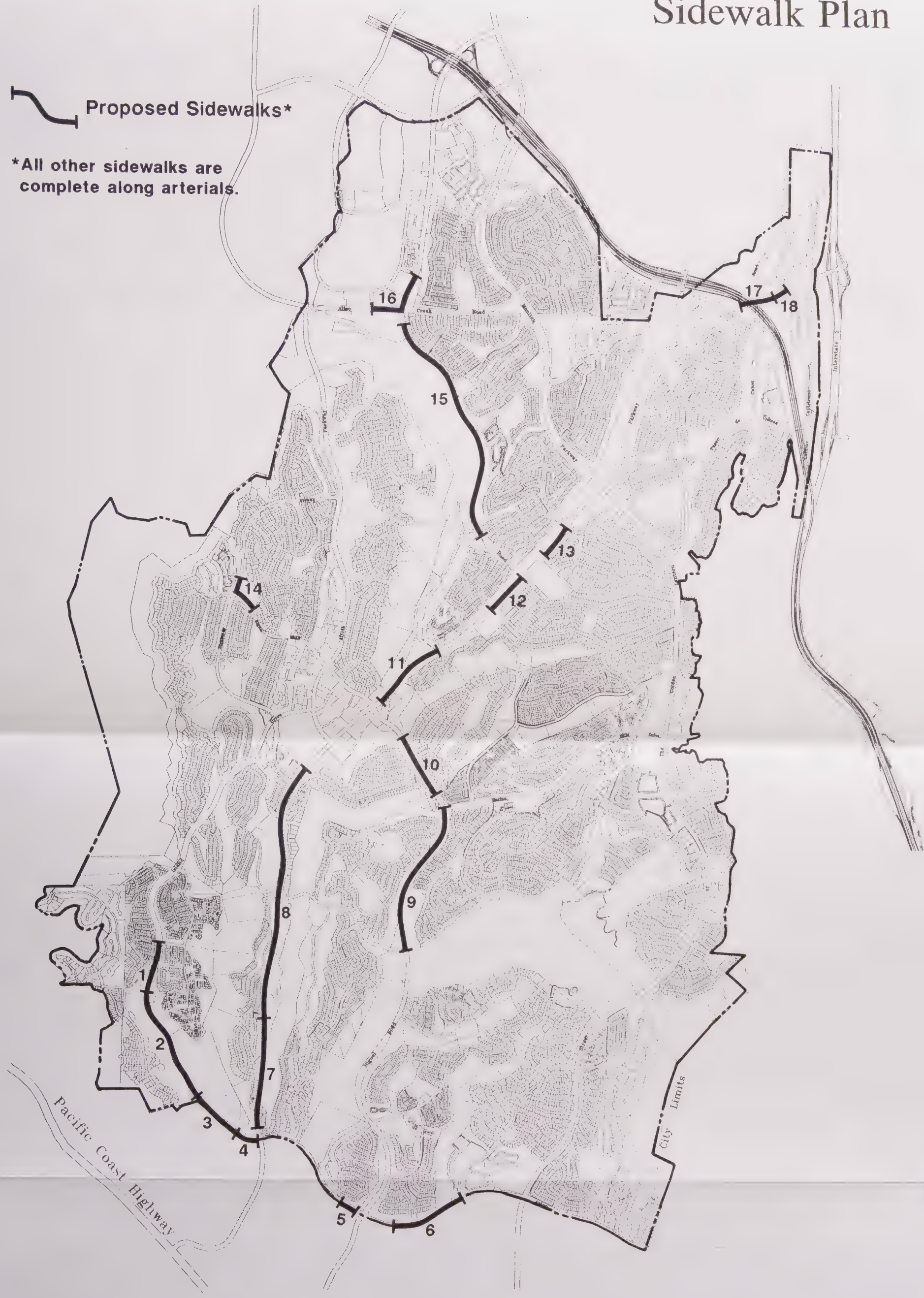
Pedestrian trails connect various points in the community with nearby residential, commercial and recreational uses. These trails not only provide efficient circulation but ensure safe access to desired destinations. The pedestrian (hiking) trails within the City are discussed in detail and

mapped in the Open Space/Parks/Conservation Element. Figure C-8 shows the Sidewalk Plan for Laguna Niguel. The Sidewalk Plan identifies the location within the City where sidewalks are needed. Table C-6 identifies the location and length of the needed sidewalk segments.

Sidewalk Plan

 Proposed Sidewalks*

*All other sidewalks are complete along arterials.



**Table C-6
Sidewalk Plan**

No.	Street	Side	Length
1	Pacific Island	B/S	4,000 L.F. x 2
2	Pacific Island	E/S	1,000 L.F.
3	Pacific Island	B/S	1,500 L.F. x 2
4	Pacific Island	E/S	300 L.F.
5	Camino Del Avion	S/S	140 L.F.
6	Camino Del Avion	S/S	1,850 L.F.
7	Crown Valley Pkwy.	E/S	2,000 L.F.
8	Crown Valley Pkwy.	E/S	7,300 L.F.
9	Niguel Road	E/S	3,960 L.F.
10	Niguel Road	E/S	1,750 L.F.
11	Crown Valley Pkwy.	W/S	2,000 L.F.
12	Crown Valley Pkwy.	E/S	1,100 L.F.
13	Crown Valley Pkwy.	E/S	1,100 L.F.
14	Corner of Niguel Road & Highland Avenue	E/S	450 L.F.
15	La Paz Road	W/S	7,200 L.F.
16	Corner at La Paz Road & Aliso Creek Road	W/S	700 L.F.
17	Crown Valley Pkwy.	N/S	1,000 L.F.
18	Crown Valley Pkwy.	B/S	100 L.F. x 2

G. Rail

Passenger rail service is provided from an Amtrak depot in San Juan Capistrano. The depot is not a major hub and provides only platforms for selected arrivals and departures during the day. An analysis of the regional rail system between Los Angeles and San Diego (LOSSAN) is currently being undertaken by Caltrans, and location of a commuter rail station in the Galivan Basin in Laguna Niguel is currently being studied by the City.

H. Equestrian Trails

Several existing equestrians trails are located within the City and potential future trails have also been identified. These trails are discussed and illustrated in the Open Space/Parks/Conservation Element.

I. Air

Air travel is available from John Wayne Airport (SNA) in Orange County, approximately 15 miles to the north by surface roadway. As the closest of the regional airports, SNA would be the major facility for air travel for Laguna Niguel residents. The airport is located adjacent to the I-405 Freeway and the 55 Freeway as well as close to the proposed SJHTC. Other regional airports are located

approximately 40-60 miles to the northwest in Long Beach and Los Angeles, 61 miles to the north in Ontario and 75 miles to the south in San Diego.

J Harbor-Port

The closest harbor facilities are located in Dana Point. Dana Point Harbor provides a variety of recreation opportunities including the chartering of private vessels. Regular passenger service to other seaport destinations, such as Catalina Island, can be obtained from Newport Harbor. Commercial port facilities are located in the cities of Long Beach and Los Angeles.

III. GOALS, POLICIES AND ACTIONS

The Circulation Element is based on a set of circulation-related goals which reflect and are designed to support the citywide objectives of the General Plan. The goals acknowledge the changing economic, social and environmental conditions in the City and surrounding regions, and the anticipated needs of the community. The circulation goals and policies are discussed in the following sections:

- Local Thoroughfares and Transportation Routes
- Intercity and Regional Transportation
- Transportation System/Demand Management
- Public Transportation
- Bicycle, Pedestrian, and Equestrian Facilities
- Parking
- Truck Circulation
- Rail
- Airport

Several goals and policies given here are also contained in the Growth Management Element (GME) of the General Plan and are referenced in parentheses at the end of the goal or policy.

Local Thoroughfares and Transportation Routes

Goal 1 **An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M) (GME Goal 1A).**

Policy 1.1 Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.

Policy 1.2 Make all feasible transportation improvements in order to meet a target level of service (LOS) standard of "C" and a threshold standard of LOS "D". The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target LOS of "C", at peak periods only, but do not exceed the City's threshold LOS standard of "D". In order for an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet target LOS "C" are not feasible because of one or more of the following reasons: 1) the cost of the necessary improvements exceeds available funding sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses;

or 3) the design of the necessary improvements is contrary to other established City policies (GME Policy 1.1).

- Policy 1.3** Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies (GME Policy 1.2).
- Policy 1.4** Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the deficient intersection list (GME Policy 1.3)
- Policy 1.5** Allow adjustment of stated requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed (GME Policy 1.4).
- Policy 1.6** Measure traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority (GME Policy 1.5).
- Policy 1.7** Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in this Element (GME Policy 2.1).

Actions

- 1.7.1** Require that proposals for major new developments include a traffic impact analysis which identifies measures to mitigate any identified project impacts according to the traffic LOS standards prescribed in this Element.
- 1.7.2** Utilize the citywide traffic forecasting model to determine immediate and cumulative impacts of proposed developments on the City's transportation system. Monitor and update the traffic model database annually.
- Policy 1.8** All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their prorata share of the necessary long-term transportation improvements identified in this Element or its Technical Appendix.

As part of the City's transportation fee program(s), criteria will be developed to establish funding priorities. This program will also establish

phasing guidelines to be consistent with the Comprehensive Phasing Plan (GME Policy 2.2).

- Policy 1.9** All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target level of service as a result of project implementation, shall fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project approval. Even for intersections where the target LOS is "D", in the interim, prior to buildout, the City may require mitigation to maintain a LOS of "C".

Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project. If the City determines that the cost of the improvement(s) is not feasible, the City shall require that any feasible short-term improvements be made prior to Certificates of Use and Occupancy and all permanent transportation improvements made within three years of the issuance of the first building permit, or within five years of the first grading permit.

Any project which has complied with this policy by funding a specific transportation improvement project, which is included in the City's transportation fee program, shall be given credit for the fees required as part of the transportation fee program as established in Policy 1.8 (GME Policy 2.3).

- Policy 1.10** Those intersections on the deficient intersection list shall be exempted from the requirements of Policy 1.9 (GME Policy 2.4)
- Policy 1.11** Review and evaluate existing traffic mitigation fees and develop new fees, if necessary, to fund the improvements identified in this Element or its Technical Appendix, in cooperation with other jurisdictions (GME Policy 2.5).
- Policy 1.12** Prohibit the use of Measure M tax revenues to replace private developer funds which have been committed for normal project or subdivision obligations (GME Policy 2.6).
- Policy 1.13** Phase development in accordance with the Comprehensive Phasing Program adopted by the City, which shall provide an overall buildout land use development plan which can be supported by implementation of the planned circulation system (GME Policy 2.7).

- Policy 1.14** Periodically evaluate programs designed to mitigate development impacts and the phasing of development and feasible transportation improvements (GME Policy 2.8).
- Policy 1.15** Identify and promote Measure M priorities of importance to the City of Laguna Niguel, both within and outside the City (GME Policy 4.1).
- Policy 1.16** Cooperate with nearby cities and the County of Orange, especially within GMA 10, in making transportation improvements of mutual interest and priority (GME Policy 4.2).
- Policy 1.17** To the maximum extent possible, integrate Congestion Management Program and Measure M Growth Management requirements into a single set of development incentives/guidelines/regulations (GME Policy 4.4).
- Policy 1.18** Develop circulation system standards for roadway and intersection classifications, right-of-way width, pavement width, design speed, capacity, maximum grades and associated features such as medians and bicycle lanes.

Action

- 1.18.1** Prepare and maintain a circulation facility design manual containing roadway standards which specify right-of-way, number of lanes, typical cross-sections and parking restrictions according to designated arterial classifications. The manual should be consistent with the County's design manual except where exceptions are required for the City. Included will be design guidelines for driveway placement, intersection site distance, stop sign installation, medians, landscaping, bike lanes, bike paths, sidewalks, and equestrian trails.
- Policy 1.19** Coordinate roadway improvements with applicable county, state and federal transportation plans and proposals.
- Policy 1.20** Require the construction of dual left-turn lanes where peak hour traffic volumes are in excess of 400 for a left-turn movement.
- Policy 1.21** Where feasible, design new left turn lanes and retrofit existing left turn lanes, so the left turn lane is equal in length to the projected 2010 peak hour left turn volumes.
- Policy 1.22** Provide for the safe and expeditious transport of hazardous materials.
- Policy 1.23** Limit driveway access on arterial streets to maintain a desired quality of flow.

Policy 1.24 Design local and collector streets to discourage their use as thru traffic routes.

Policy 1.25 Develop a circulation system which highlights scenic areas.

Intercity and Regional Transportation

Goal 2 A network of regional transportation facilities which ensures the safe and efficient movement of people and goods from within the City to areas outside its boundaries, and which accommodates the regional travel demands of developing areas outside the city.

Policy 2.1 Support the completion of the Orange County Master Plan of Arterial Highways.

Policy 2.2 Work closely with the County of Orange on the design of roadway widening and intersection improvements proposed for Moulton Parkway/Golden Lantern to ensure that necessary transportation improvements are provided to maintain an acceptable level of service while minimizing the potential environmental impacts of the project.

Actions

2.2.1 Actively participate in the environmental review process to ensure that adequate data are collected to establish baseline conditions to assess the potential air quality and noise impacts of the Moulton Parkway/Golden Lantern project.

2.2.2 Work with the County to ensure that appropriate mitigation measures for noise impacts such as noise barriers, and sound insulation including secondary or acoustically rated doors and windows, and enhanced roof, wall, or underfloor sound protection are considered in the environmental analysis.

2.2.3 Suggest mitigation options to the County for consideration such as a purchase assurance program, that would allow homes projected to be impacted by noise exceeding 65 CNEL to be purchased at market value, retrofitted with noise attenuation measures and resold.

2.2.4 Explore alternative funding sources to accelerate the construction of noise attenuation measures on the segment of Golden Lantern between Crown Valley Parkway to Hidden Hills Road.

Policy 2.3 Support the implementation of the San Joaquin Hills Transportation Corridor (SJHTC).

- Policy 2.4** Promote the extension of Camino Los Padres from the eastern City boundary to Camino Capistrano in San Juan Capistrano.
- Policy 2.5** Support the addition of capacity improvements such as high-occupancy vehicle lanes, general purpose lanes, and auxiliary lanes to Interstate 5 (I-5).
- Policy 2.6** Maintain a proactive and assertive role with appropriate agencies dealing with regional transportation issues affecting the City.
- Policy 2.7** Work with adjacent cities to ensure that the traffic impacts of development projects in these cities do not adversely impact the City of Laguna Niguel and that traffic impacts of Laguna Niguel projects do not adversely impact neighboring cities.
- Policy 2.8** Coordinate with CalTrans on all plans, activities and projects that might effect State Facilities.

Transportation System/Demand Management

Goal 3 A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.

- Policy 3.1** Encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.
- Policy 3.2** Implement traffic signal coordination on arterial streets where practical, and integrate signal coordination efforts with those of adjacent jurisdictions.
- Policy 3.3** Implement intersection capacity improvements where feasible and justified by traffic demand.
- Policy 3.4** Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air Quality Management District's Regulation XV Program.
- Policy 3.5** Support the development of additional regional public transportation facilities and services.
- Policy 3.6** Promote ridesharing through publicity and distribution of information to the public.

Public Transportation

Goal 4 An efficient public transportation system that provides mobility to all City residents, employees and visitors.

- Policy 4.1** Support the efforts of the Orange County Transit Authority (OCTA) to provide additional local and express bus service to Laguna Niguel.
- Policy 4.2** Work with the Orange County Transit Authority and the City of Mission Viejo to encourage a commuter rail station in the Galivan Basin.
- Policy 4.3** Encourage employers to reduce vehicular trips by offering employee incentives.
- Policy 4.4** Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel, and (3) provides non-automobile circulation within the development.

Action

- 4.4.1** Require new development to fund transit facilities, such as bus shelters and turn-outs.
- Policy 4.5** Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.
- Policy 4.6** Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.

Bicycle, Pedestrian and Equestrian Facilities

Goal 5 An efficient bicycle, equestrian and pedestrian circulation system that encourages these alternative forms of transportation.

- Policy 5.1** Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bikelanes in the project vicinity on all major or primary roadways or other roadways where deemed appropriate.

- Policy 5.2** Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Orange Master Plan of Countywide Bikeways and the bikeway plans of neighboring jurisdictions.
- Policy 5.3** Retrofit light standards to include bicycle crossing buttons and where feasible use a modified quadruple loop (Caltrans Type D) signal activation design to allow for bicycle activation of the signal.
- Policy 5.4** Preserve existing pedestrian walkways, Class II bicycle lanes, and wide curb lanes by not modifying, altering, or restriping, any roadway, which currently has either a pedestrian walkway, Class II bicycle lane, or enough right-of-way to accommodate a pedestrian walkway or Class II bicycle lane, in a manner which would not provide for pedestrian walkways, Class II bicycle lanes, or a minimum curb-lane width of 17 feet, except in cases of emergency or an extraordinary case. Any such extraordinary case will be reviewed by the City Council on a case by case basis and approved only if there are no feasible alternatives and the extraordinary circumstances outweigh the concerns relative to pedestrian and bicyclist safety and the need to provide adequate transportation alternatives.
- Policy 5.5** Encourage the provision of showers, changing rooms, and an accessible and secure area for bicycle storage at all new and existing developments and public places.
- Policy 5.6** Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks, and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access development.
- Policy 5.7** Construct sidewalks, and retrofit traffic light standards to include pedestrian crossing buttons, when feasible, on all primary and major arterials and major surface streets which are either proposed or currently under construction, modification, or restriping, as applicable.

Goal 6 Ensure that development of Class II bikelanes provides for the safe and efficient travel of both bicycles and vehicular traffic.

- Policy 6.1** Develop bicycle lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking. For areas with on-street parking, the minimum bike lane width shall be 15 feet from the face of the curb. Bike lanes shall be separated from travel lanes with a six-inch white stripe.

- Policy 6.2** At intersections with designated right-turn lanes, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first through travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be maintained for the right turn lane to accommodate those bicycles making a right turn.
- Policy 6.3** At intersections with designated left turn lanes, an area with the minimum of four feet shall be provided for bicycle travel between the last through travel lane and the first designated left turn lane, when feasible.
- Policy 6.4** For all future construction or modifications, drainage grates shall be designated for a curb-face inlet. If this design is not feasible, then the drainage grates shall be designated with a honeycomb or short angled slot pattern.
- Policy 6.5** Monitor road repairs to ensure that road repairs are made to the highest standard feasible, to provide a smooth finish with no big gaps or ridges.
- Policy 6.6** Continue to operate a street sweeping program for all streets within the City, paying special attention to sweeping the right curb edge and places in intersections where debris collects.
- Policy 6.7** Maintain adequate roadway width to safely accommodate bicycle traffic during roadway construction activities.

Parking

Goal 7 Well-designed and convenient parking facilities

- Policy 7.1** Provide sufficient on- and off-street parking.

Action

- 7.1.1** Prepare and adopt parking management guidelines that identify parking requirements.
- Policy 7.2** Prohibit on-street parking on Major and Primary arterials to reduce side-friction and maintain a desired quality of flow.
- Policy 7.3** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.

- Policy 7.4** Encourage the use of shared parking facilities among different land uses, by means of parking districts or other mechanisms.

Truck Circulation

- Goal 8** A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.
-

- Policy 8.1** Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.

- Policy 8.2** Provide appropriately designed and maintained roadways for the primary truck routes.

Action

- 8.2.1** Prepare a program to undertake the placement of signs for designated truck routes.

- Policy 8.3** Provide loading areas and accessways that are located to avoid conflicts with non-truck traffic.

Action

- 8.3.1** Adopt standards which identify appropriate access to loading areas.

Rail

- Goal 9** Support the location of a commuter rail system within the Galivan Basin that meets the needs of current and future residents.
-

- Policy 9.1** Coordinate with Amtrak and Los Angeles-San Diego (LOSSAN) Corridor Commuter Rail to expedite commuter rail service to and from the City.

- Policy 9.2** Work with the appropriate entities to evaluate development of a commuter rail station in Laguna Niguel.

Action

- 9.2.1** Schedule ongoing discussions with Mission Viejo and Laguna Hills regarding rail service for Laguna Niguel and these communities.

Airport

Goal 10 **Provide public transportation for residents to airport facilities in the region.**

Policy 10.1 Work with the Orange County Transit Authority (OCTA) and other appropriate agencies to provide express transportation to regional airports.

Policy 10.2 Discourage the potential expanded commercial use of the Marine Corps Air Station in El Toro.

IV. IMPLEMENTATION PROGRAMS

Within the Circulation Element, policies have been developed which call for specific implementing actions to be taken by the City. Other policies are set forth which call for subsequent programs and actions to be taken which will implement the provisions of the General Plan. Defined as an action, procedure, program or technique that carries out General Plan policy, the following implementation measures are intended to assist the City in realizing the goals and policies of the Circulation Element.

Several implementation programs given here are also contained in the Growth Management Element (GME) and are referenced in parentheses at the end of the item.

1. **PREPARE A PRIORITY LIST OF TRANSPORTATION IMPROVEMENT PROJECTS** from the City's standpoint and promote these priorities with local GMAs, the Transportation Corridor Agencies, the County of Orange, the Regional Advisory and Planning Council, the Orange County Transportation Authority and other agencies with facility or funding responsibilities (GME 8).
2. **DEVELOP A FAIR SHARE TRAFFIC CONTRIBUTION ORDINANCE** and amend the ordinance as necessary to ensure the required fees will provide the otherwise unfunded costs of completing the Circulation Plan.
3. **ESTABLISH A DEVELOPMENT MITIGATION PROGRAM** by June 30, 1993 to ensure that new development: 1) pays its share of costs for feasible transportation improvement projects; and 2) funds all feasible transportation improvements projects necessary to achieve an acceptable level of service in cases where the development contributes one percent or more to the critical movement at an intersection, which causes that intersection to exceed the target level of service (GME 1).
4. **CONSTRUCT THE CIRCULATION IMPROVEMENTS** outlined in this Element to complete the city's ultimate Circulation Plan. Traffic volumes and levels of service within the City should be monitored and the Laguna Niguel Traffic Model (LNTM) updated on a regular basis. Individual circulation improvements should be reviewed for applicability and revised during the update process.
5. **INTER-JURISDICTIONAL PLANNING FORUMS AND BASE FEES.** Participate with GMA No. 10 jurisdictions in developing an annual transportation improvement list, establishing a GMA deficient intersection list, and establishing regional traffic impact mitigation measures (GME 2).
6. **ESTABLISH A COMPREHENSIVE PHASING PLAN** by June 30, 1993 which assures that feasible transportation improvements are added as development occurs so that they are in balance with demand. The adopted Comprehensive Phasing Plan will ensure that feasible transportation improvements are funded as development occurs (GME 4).

7. ESTABLISH A PERFORMANCE MONITORING PROGRAM by June 30, 1993 to: 1) evaluate compliance with approved development phasing allocations; 2) ensure and document that feasible transportation improvements are actually provided; 3) evaluate whether the development mitigation program is providing adequate funding for feasible transportation improvements and other mitigation measures; 4) evaluate the maintenance of transportation service levels through an annual traffic report based on data no more than three months old; and 5) identify corrective action to be initiated if service level deficiencies are indicated. Traffic reports shall not use counts during the time periods of June through August and November 15 through January 5 (GME 5).
8. DEVELOPMENT REVIEW PROCESS. Incorporate Measure M criteria and procedures into the City's development project review process (GME 7).
9. CONTINUE TO IMPLEMENT TDM MEASURES adopted in the City's TDM ordinance which reduce peak hour traffic and improve levels of service.
10. ACTIVELY SEEK FEDERAL, STATE AND COUNTY ASSISTANCE IN FUNDING CIRCULATION IMPROVEMENTS necessary to complete the Circulation Plan.
11. AGREEMENTS. Prepare any subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements which implement this Element and/or the Growth Management Element in such a way as to be consistent with this Element and/or the Growth Management Element and its implementing ordinances, plans, programs and actions (GME 9).
12. ADDITIONAL IMPLEMENTATION. Initiate any additional implementing measures or actions deemed necessary by the City to further the goals of this Element and/or the Growth Management Element (GME 10.)

Chapter Five
PUBLIC FACILITIES

General Plan for the City of Laguna Niguel
Chapter 5 - Public Facilities

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
II. CONSISTENCY WITH STATE LAW	2
III. RELATED PLANS AND PROGRAMS	3
A. City Source Reduction and Recycling Element	3
B. City Household Hazardous Waste Element	3
C. Moulton Niguel Water District Sewer Master Plan	3
D. Capistrano Unified School District Master Plan	3
E. Facilities Implementation Plan	4
F. Measure M	4
G. Congestion Management Plan	4
IV. PUBLIC FACILITIES AND SERVICES	5
A. Water and Sewer Services	5
B. Flood Control	9
C. Solid Waste	11
D. Hazardous Materials and Waste	11
E. Law Enforcement, Fire and Emergency Medical Services	11
F. Community, Civic, Educational and Cultural Facilities	12
G. Public Facilities	15
H. South County Regional Transportation Center	15
V. GOALS, POLICIES AND ACTIONS	17
VI. GROWTH MANAGEMENT COMPONENT	22
CATEGORY ONE - DIRECT CITY RESPONSIBILITY	23
A. Police/Sheriff	23
B. Flood Control/Drainage (Local)	24
C. Solid Waste	24

General Plan for the City of Laguna Niguel
Chapter 5 - Public Facilities

Table of Contents - Continued

CATEGORY TWO - OTHER JURISDICTIONAL RESPONSIBILITY	25
A. Fire Protection	25
B. Paramedic Emergency Services	27
C. Library	27
D. Water Supply	28
E. Sanitary Sewer Facilities	29
F. Schools	30

List of Figures

<u>Figure</u>	<u>Page</u>
PF-1 Water Facilities Map	6
PF-2 Wastewater Facilities Map	8
PF-3 Reclaimed Water Distribution System	10
PF-4 Public Services	13
PF-5 Electrical Services Map	16

List of Tables

<u>Table</u>	<u>Page</u>
PF-1 Current Wastewater Treatment Flows	7
PF-2 Existing, Future and Proposed School Facilities/Sites	14
PF-3 Library Facilities Assessment	14

Chapter Five

PUBLIC FACILITIES

I. INTRODUCTION

The Public Facilities Element establishes the planning framework for the provision of public facilities and services necessary to accommodate the existing and future needs of the City of Laguna Niguel. A unique feature of this Element is that it addresses service systems that are maintained by the City, as well as other entities. As a result, many of the policies are directed at coordination and cooperation between service providers and the City.

II. CONSISTENCY WITH STATE LAW

The Public Facilities Element is an optional element of the General Plan. This Element does, however, satisfy provisions of the Circulation Element as it relates to the transmission of utilities. This Element carries the same force and effect as a mandatory element and must be internally consistent with other elements of the General Plan.

III. RELATED PLANS AND PROGRAMS

A. City Source Reduction and Recycling Element

Pursuant to the California Integrated Waste Management Act of 1989, AB 939, a Source Reduction and Recycling Element (SRRE) was developed for the City. The purpose of the SRRE is to establish a local plan to reduce solid waste 25 percent by 1995, and 50 percent by the year 2000. The Element contains source reduction, recycling and composting strategies to meet the diversion goal. A public education and information program complements these efforts. Finally, the impact of diversion on landfill capacity; funding requirements and compliance with the diversion milestones are addressed.

B. City Household Hazardous Waste Element

The Household Hazardous Waste Element (HHWE) was prepared for the City pursuant to AB 2707, a companion Bill to the California Integrated Waste Management Act (AB 939), and under the Tanner hazardous waste management planning legislation (AB 2948). The Element recommends hazardous waste management objectives for Laguna Niguel. However, this element recognizes that the County of Orange will take the lead in implementing these recommendations. The City will provide technical assistance and educational support in implementing the hazardous waste management programs.

C. Moulton Niguel Water District Sewer Master Plan

The 1983 Sewer Master Plan examines the ultimate wastewater system capacity of the Moulton Niguel Water District. The Plan includes a computer simulation of wastewater flows based on dwelling units. Results of the computer simulation are used in the identification of needed system upgrades and improvements to accommodate new development. The Moulton Niguel Water District provides wastewater services to the City and therefore, the Sewer Master Plan is important to consider in the planning and development of land uses in Laguna Niguel.

D. Capistrano Unified School District Master Plan

The Capistrano Unified School District (CUSD) Master Plan, first drafted in 1985, addresses school facilities in relation to future growth in the southern Orange County. The Master Plan has since been revised (1987), and addresses issues and needs associated with projected enrollment through 1995. As the CUSD maintains school facilities in Laguna Niguel, the Master Plan is important in the planning and development of land uses that would impact school facilities.

E. Facilities Implementation Plan

The Orange County Growth Management Plan Element calls for the balanced phasing of development and infrastructure systems. While no longer applicable within Laguna Niguel, it offers a framework for facilities planning in the City and surrounding areas.

The City of Laguna Niguel Public Facilities Element sets forth service standards for public and quasi-public facilities. These standards are found in the Growth Management Component (GMC) which is included as Section VI of this Element.

F. Measure M

Approved by a majority of County voters in 1990, this initiative requires each jurisdiction in the County to adopt a Growth Management Element in order to qualify for receipt of the City's funding allocation. The Growth Management Element must establish target levels of service for the transportation system. The overriding goal of the Growth Management Program is to ensure that new development is adequately served by timely infrastructure and public services.

The Growth Management Element of the General Plan addresses growth in relation to transportation and circulation. The GMC of the Public Facilities Element, focuses on the provision of essential facilities and services other than transportation and circulation. The purpose of this component is to identify level of service standards to be sought for certain public facilities in accommodating remaining growth potential as identified in the Land Use Element.

G. Congestion Management Plan

The Congestion Management Plan (CMP) is one component of a comprehensive, six-bill Transportation and Passenger Rail Bond Funding Package approved by the State Legislature in 1989. Pursuant to this legislation, every urbanized county with a population of 50,000 or more must develop a CMP in order to receive new transportation revenues, including that received from a phased gas tax increase. The City is located within the County of Orange, which is required to prepare a CMP. The CMP is an effort to more directly link land use and transportation and consists of seven components:

- Traffic level-of-service standards;
- Public transit service and coordination standards;
- Trip reduction and travel demand requirements that promote alternatives to the low occupant combustion engine vehicle;
- Programs that analyze the impacts of local land-use decisions on roads, highways, and transit systems; and,
- Seven year capital improvement program consistent with the transportation-related air quality program.

Water Facilities Map



SOURCE: Moulton Niguel Water District

consists of both sewer lines and treatment facilities. The wastewater facilities in the City are shown in Figure PF-2.

Wastewater Improvement Districts ID1 and ID7 currently operate below the maximum treatment capacity owned by MNWD. The current total capacity allocated to the City is 5.807 million gallons per day (MGD) and current wastewater flows total 4.546 MGD, or approximately 76 percent of the City's current ultimate allocation. A breakdown of wastewater flow amounts and destinations is provided in Table PF-1.

Table PF-1 Current Wastewater Treatment Flows		
Improvement District	Plant	Flow (MGD)
ID1	Aliso Water Management Agency (AWMA)	3.305
	South Coast Water District (SCWD)	0.450
	South East Regional Reclamation Authority (SERRA)	0.076
ID7	Aliso Water Management Agency (AWMA)	0.660
	South Coast Water District (SCWD)	0.055
	South East Regional Reclamation Authority (SERRA)	
Total		4.546
Source: Draft Master Environmental Assessment 1991		

The difference between current wastewater flows and the City's current ultimate allocation is 1.261 MGD. This capacity has been allocated to expected future development by the District.

The ultimate treatment capacity of the District is 12.0 MGD for the Aliso Water Management Agency (AWMA) basin which serves approximately 95 percent of the City. The flows projected at build-out tributary to the AWMA treatment plant are estimated to be 12 MGD. The South East Regional Reclamation Authority (SERRA) treatment plant has a capacity of 5.0 MGD for both solid and liquid waste. Additional capacity will need to be purchased by the District in the future. The District also maintains a lease of 0.500 MGD capacity from the SCWD coastal treatment facility.

The SCWD directs wastewater generated in the City to the SCWD coastal treatment facility. The facility has a capacity of 4.5 MGD. The SCWD has indicated that the facility has sufficient capacity to accommodate existing and future development within its service area.

Wastewater Facilities Map



SOURCE: Moulton Niguel Water District



Job: LAG 04P
 Date: FEBRUARY 11, 1992

PF-2

SCALE IN FEET
 0 1000 2000 3000

Based on information provided by MNWD, none of the sewage system lines are deficient.

MNWD is currently developing a reclaimed water system to deliver treated wastewater to landscaped areas in the City. The portion of the City located in ID1 would be supplied from the AWMA regional treatment plan, and the remaining area in the City would be supplied by the South Coast Water District. Figure PF-3 depicts the future reclaimed water system in Laguna Niguel.

Two reclaimed water reservoirs are nearing completion and the major pipelines have been completed within the City. Additional secondary pipelines will be developed. The MNWD is actively working with water users in the district to convert to reclaimed water for irrigation purposes. Among the facilities within the City which utilize reclaimed water for irrigation purposes are: Chapparosa Park, Crown Valley Community Park, El Niguel Golf Course, and the Laguna Niguel Regional Park. Ultimately, the district would like to have 70 percent of the irrigation systems within the City utilizing reclaimed water.

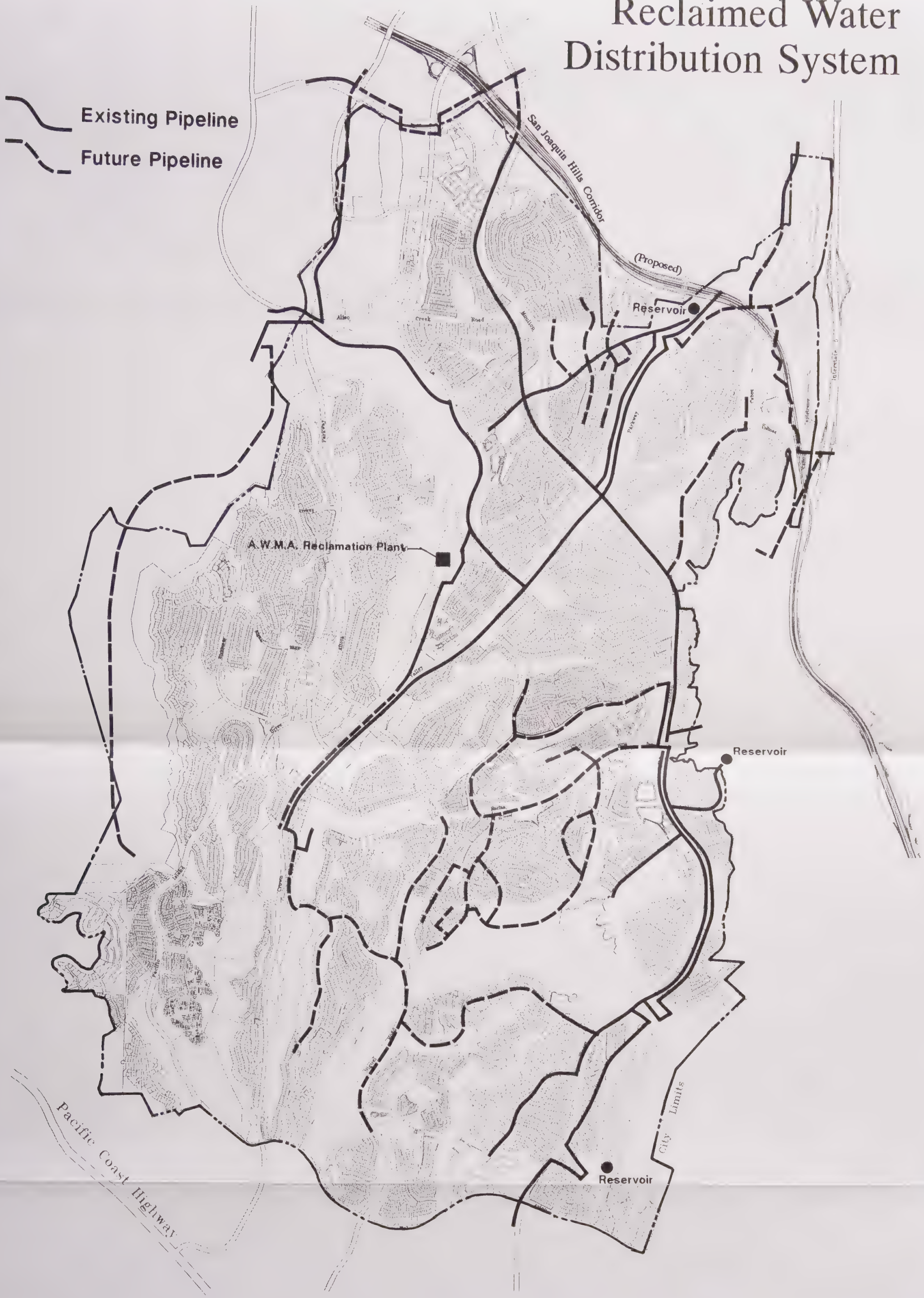
B. Flood Control

The City is currently in the process of drafting a drainage plan for Laguna Niguel (Master Plan of Drainage for the City of Laguna Niguel.) Regional flood control facilities consist of major collector channels and storm drains, and are maintained by the Orange County Environmental Management Agency (EMA). Five regional facilities serve the City, four of which are located within the City limits, and the remaining facility runs adjacent to the City on its westerly boundary. The facilities are: Sulphur Creek, Narco Channel, Salt Creek, San Juan Creek and Aliso Creek. Flows from within the City are conveyed to these facilities by local storm drain facilities or overland flow.

Local drainage facilities consist almost entirely of underground closed conduits and are primarily located in developed areas of the City. The storm drain lines and catch basins were constructed 10 to 15 years ago. According to the draft Master Drainage Plan, deficiencies in the existing storm drain facilities have been identified. These deficiencies are pertinent in terms of both 10-year, 25 year, and 100 year storm drain facilities. The draft Master Drainage Plan provides recommended measures to correct the identified deficiencies in the storm drain facilities.

Reclaimed Water Distribution System

Existing Pipeline
Future Pipeline



SOURCE: IWA Engineers

C. Solid Waste

As landfills reach capacity and new sites become increasingly difficult to obtain, the need to reduce the amount of solid waste generated is critical. Assembly Bill (AB) 939 requires local jurisdictions to reduce their solid waste stream by 25 percent by the year 1995 and 50 percent by the year 2000. Counties and cities were required to prepare a Source Reduction and Recycling Element (SRRE) by July 1, 1991 to implement the mandated waste reduction targets. The City of Laguna Niguel has an adopted SRRE which is described under Related Plans and Programs. The County of Orange is further required to prepare an Integrated Waste Management Plan which coordinates the SRREs of cities within its jurisdiction.

The City contracts with Solag Disposal, Inc. for solid waste disposal. Solag Disposal serves all residential and commercial areas of the City. Waste is transported to the Prima Deshecha Landfill located off Ortega Highway, at the end of La Pata Avenue, in San Juan Capistrano. This facility is a Class III sanitary landfill and is operated by the Orange County Integrated Waste Management Department (IWMD). In addition to municipal solid waste, the landfill accepts sludge, tires and properly treated auto shredding waste. The landfill occupies 1,500 acres and currently accepts a daily average of 3,000 tons of waste. The permitted capacity of the landfill is 4,000 tons of waste per day. According to the County's SRRE, the Prima Deshecha Landfill has an estimated remaining life of over twenty years. This projection is based on growth trends and the assumption that the diversion mandates of AB 939 will be achieved.

D. Hazardous Materials and Waste

Hazardous materials are utilized by a number of businesses in Laguna Niguel. A material is considered hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties, and has the potential to harm human health and the environment. Hazardous materials are generally substances used to produce high technological products. Hazardous wastes are chemical remains that are no longer usable and require treatment and/or disposal.

The Household Hazardous Waste Element (HHWE) recommends hazardous waste management objectives for Laguna Niguel. The County of Orange will take the lead in implementing management objectives, with the City providing technical and educational support. The Prima Deshecha landfill serves as a collection center for the household hazardous waste program operated by the Orange County Fire Department Hazardous Materials Program Office (HMPO).

E. Law Enforcement, Fire and Emergency Medical Services

The City contracts with the Orange County Fire Department (OCFD) for fire protection, emergency medical services and hazardous conditions abatement. The department maintains three stations within the City: Stations 39, 5 and 49. Stations

5 and 49 are permanent stations and Station 39 is temporary. According to the OCFD, Station 39 will be replaced with a permanent facility once sufficient funding is available. The preferred location for a permanent station is on Avila Road, just west of La Paz Road, which is the location of temporary Station 39. Law enforcement and fire stations are shown in Figure PF-4, Public Services Map.

Orange County maintains a fire protection policy stating that for 80 percent of the service area, fire apparatus should reach the scene within five minutes and the paramedic units within ten minutes. The OCFD is currently meeting the standard established in the County's fire protection policy within the City.

The Orange County Sheriff's Department provides law enforcement services to the City of Laguna Niguel. The Department maintains one station in the City, located at 30331 Crown Valley Parkway. This station provides law enforcement services to the contract cities located in South Orange County as well as unincorporated areas of the County. The population of the area served by the south substation is approximately 309,000 persons. The station is currently staffed with 187 sworn personnel: 164 persons in the patrol division and 23 persons in the investigation division. In addition, the Sheriff's Department maintains a community support unit at City Hall. The unit includes a Chief of Police and two deputies. The primary purpose of this unit is to serve as a community liaison. Responsibilities of the unit include drug education, special enforcement and City staff support.

F. Community, Civic, Educational and Cultural Facilities

The Capistrano Unified School District (CUSD) administers public schools in the majority of southern Orange County, including the City of Laguna Niguel. There are four elementary schools and one junior high school located in the City. High school students residing in Laguna Niguel attend school in either Dana Point or Mission Viejo. The CUSD has indicated that it is having difficulties providing educational facilities that keep pace with development in the City. As a result of financial constraints, the District has utilized relocatable classrooms (portable). In addition to the State's requirement that 30 percent of the classrooms be relocatable, the District has supplied additional portables to accommodate the influx of students during high growth periods.

Table PF-2 shows the existing school facilities in the City. Also shown are approved sites not yet constructed, and proposed school sites. Development of the approved sites is expected to reduce the need for portable classrooms on existing sites.

- ▲ Existing School Facility
- Approved School Site
- Proposed School Site
- F Fire Station
- CTH Court House
- SH Sheriff Station
- L Library
- PO Post Office

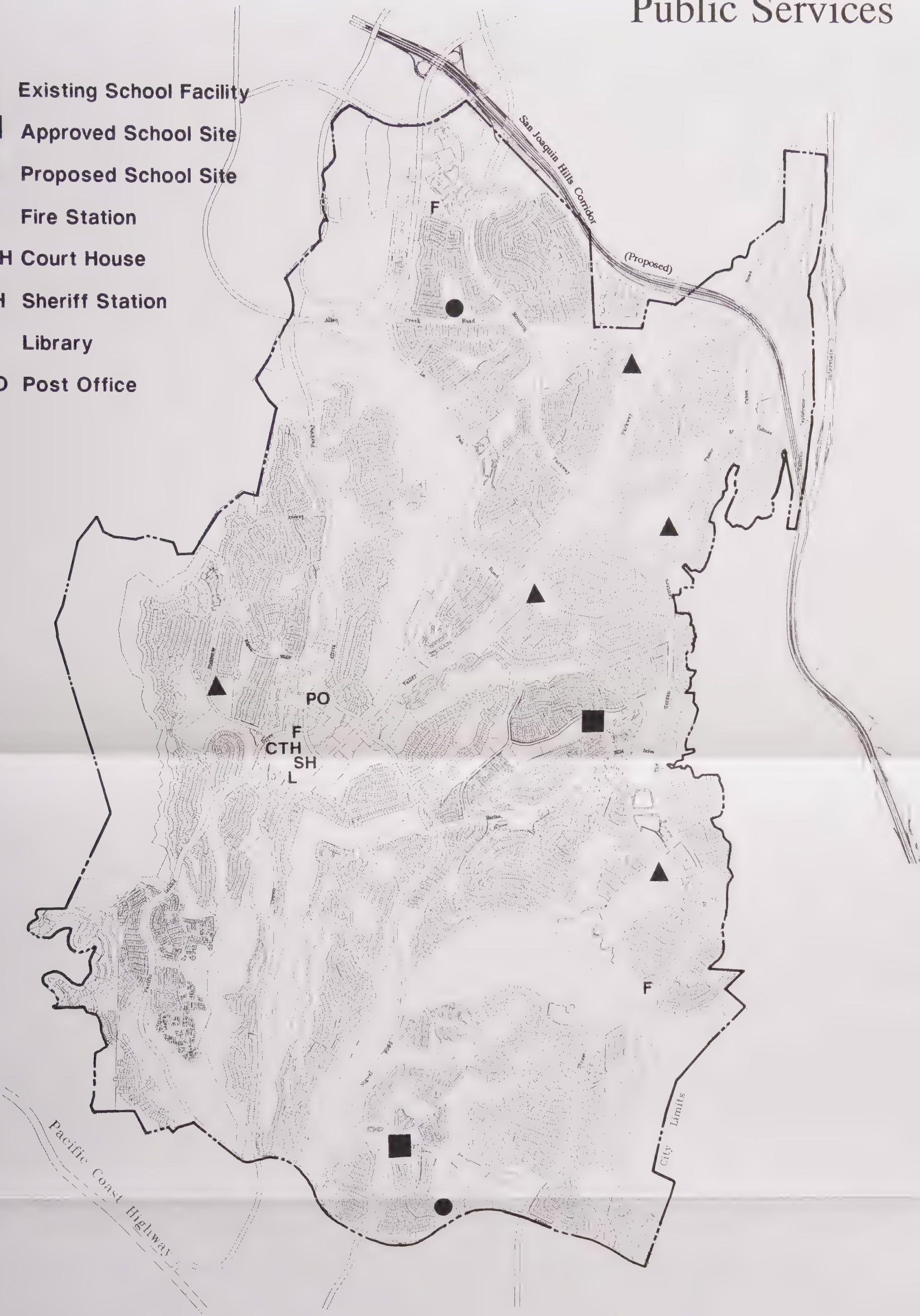


Table PF-2
Existing, Future and Proposed School Facilities/Sites

School	Address	Grades
EXISTING SCHOOL FACILITIES		
George White Elementary	25422 Chapparosa Park Drive	K-6
Crown Valley Elementary	29292 Crown Valley Parkway	K-6
Moulton Elementary	29851 Highlands	K-5
Marian Bergeson Elementary	25302 Rancho de Niguel Road	K-6
Niguel Hills Middle School	29070 Paseo Escuela	6-8
APPROVED SCHOOL SITES		
Malcolm Elementary	Charles and Ridgeway Avenues	K-6
Site 234	Hidden Hills Street and Sandling Court	K-6
PROPOSED SCHOOL SITES		
Site 231	Camino Del Avion and Bear Brand Road	K-6
Site 228	Niguel Heights and Aliso Creek Roads	K-6

Malcolm Elementary is expected to open in the Fall of 1993 with Site 234 opening the following year. The projected capacity for each of the schools is 720 students. Sites 231 and 228 are not currently owned by the District, and a time frame for construction of the facilities has not been identified.

The Orange County Public Library System operates Crown Valley Branch Library, within the City of Laguna Niguel. In addition, the City is served by the Dana-Niguel Branch library located in Dana Point. The County standard for library facilities is 0.2 square feet per capita. As demonstrated in the following table, the Crown Valley and Dana-Niguel library facilities adequately serve existing and projected populations in Laguna Niguel.

Table PF-3
Library Facilities Assessment

LIBRARY FACILITIES		POPULATION SERVED			
		Existing		Projected	
Name	Square Footage	City of Laguna Niguel	City of Dana Point	City of Laguna Niguel	City of Dana Point
Crown Valley	10,290	46,251	32,000	61,671	38,437
Dana-Niguel	11,000				
Total	21,290	78,251		100,108	
Populations of Laguna Niguel and Dana Point combined as the Dana-Niguel Branch serves both cities. Population figures derived from projections contained in the General Plan.					

The combined library facilities provide 21,290 square feet of library space. Applying the library standard for both the existing and projected populations for the cities of Laguna Niguel and Dana Point results in the determination that these facilities provide adequate library services. Specifically, the square footage required for existing populations in order to meet the County standard is 15,650 square feet; currently, these facilities exceed the standard by 5,730 square feet. In terms of projected populations, a total of 20,021 square feet is required to serve these cities at build-out. The two facilities combined exceed this future requirement by 1,269 square feet.

Despite the apparent surplus of library space, the Crown Valley Branch Library receives a great deal of use. The current demands placed on the library has prompted a request to the County Board of Supervisors to approve funding for an additional 5,000 sq.ft. of library space at the Crown Valley Branch Library.

The area that currently includes the County of Orange Civic Center is envisioned as the site for the future Laguna Niguel City Hall. The Crown Valley Branch Library and Fire Station #5 will also remain in the Civic Center area.

G. Public Facilities

The San Diego Gas and Electric Company, Southern California Edison Company and Southern California Gas Company provide electrical and natural gas services to the City of Laguna Niguel. Existing electrical lines are shown in Figure PF-5. Currently, there are no deficiencies in the existing electrical and natural gas transmission facilities. These utility companies operate on an as needed basis, and are required by law to expand its facilities to accommodate future development.

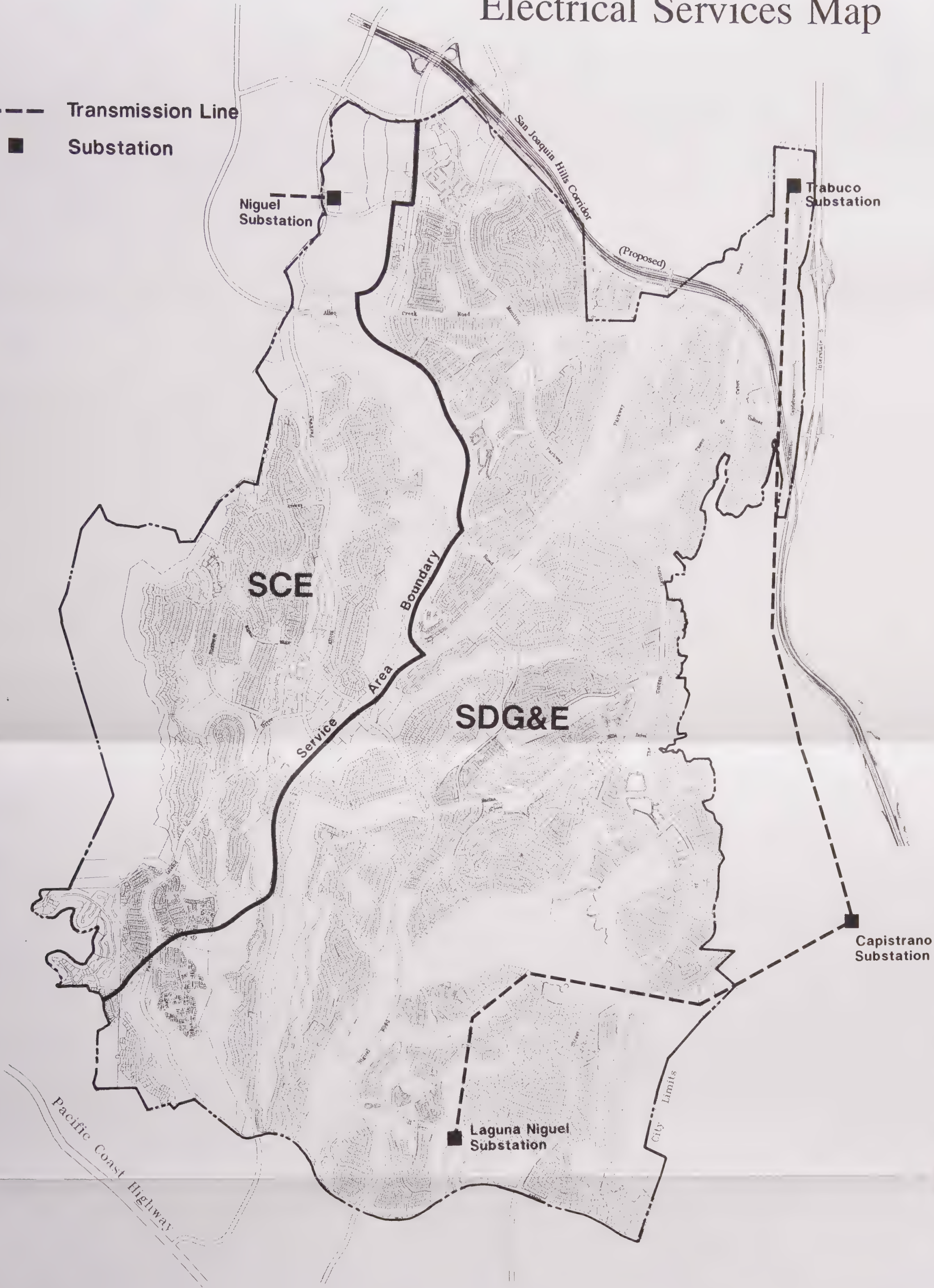
Pacific Bell provides telephone service to the City. Pacific Bell maintains administrative offices, and storage/service buildings on Camino Capistrano Road, and a substation is located on Aliso Creek Road. Pacific Bell maintains manholes and cables throughout the City and expands these facilities on demand.

H. South County Regional Transportation Center

The development of a Regional Transportation Center is currently being proposed by the Orange County Transportation Commission (OCTC) for the South County area. This center would offer commuter rail service, express and local bus service, park-ride facilities and related services. One potential location for the center is located within the City along Cabot Road, approximately 1.5 miles north of Crown Valley Parkway. This site is within the Galivan Flood Control Basin, owned by the Orange County Flood Control District (OCFCD). OCFCD is proposing construction of a retention basin on this site. However, there is possibility of establishing a joint use of the site. This site could also accommodate a potential active park.

Electrical Services Map

- Transmission Line
- Substation



SOURCE: San Diego Gas & Electric and
Southern California Edison

V. GOALS, POLICIES AND ACTIONS

Goal 1 **A water and wastewater infrastructure system that supports existing and future development in the City of Laguna Niguel.**

Intent Water availability is a critical determinant in Southern California's future growth and development. By working closely with the Moulton Niguel Water District (MNWD) in developing supply options, including conservation and use of reclaimed water, and monitoring system capacities, the City can ensure that development does not out-pace the long term availability of water.

Policy 1.1 Encourage water conservation practices.

Actions

1.1.1 Require water conservation measures to be incorporated into all new development.

1.1.2 Require demonstration of adequate water and wastewater capacity prior to approval of new development.

1.1.3 Require drought tolerant landscaping in industrial, commercial and residential development.

1.1.4 Cooperate with Moulton Niguel Water District in their water conservation awareness program.

Policy 1.2 Cooperate with Moulton Niguel Water District in analyzing capacity and supply requirements.

Policy 1.3 Coordinate with the Moulton Niguel Water District to make reclaimed water available within the City of Laguna Niguel.

Goal 2 **An effective and efficient drainage and flood control system.**

Intent As urbanization increases in an area, so does the potential for disruption caused by the drainage and flood control system. Urban and suburban development greatly increases runoff by creating hard, impervious surfaces. Increased runoff causes increases in the volume of water during raining periods, and hence the potential for overloading of drainage facilities and flooding. The intent is to reduce the potential for loss of life or property due to flooding.

- Policy 2.1** Regional flood control facilities within the City shall be provided and maintained in accordance with the Orange County Master Plan of Drainage.
- Policy 2.2** Development will be prohibited in the floodway portion of the 100-year flood plain.
- Policy 2.3** Encourage only compatible uses within the 100-year floodplain areas.
- Policy 2.4** Drainage facilities shall be sized to accommodate projected flows and to minimize potential impacts on downstream areas.
-

Goal 3 A solid waste management system that provides for the safe and efficient collection, transportation, recovery and disposal of solid wastes.

Intent The volume of municipal waste produced each year has risen steadily with increasing population and affluence; people able to purchase more goods, ultimately dispose of more materials. There has been a trend towards the use of disposable goods. The growing problem of the lack of available landfill sites compounds the problem of increasing solid waste. The intent is to reduce the solid waste stream through source reduction and recycling.

- Policy 3.1** Establish regulations to reduce the solid waste stream.

Action

- 3.1.1** Implement the City's Source Reduction and Recycling Element.

- Policy 3.2** Support clean-up efforts on both private and public properties.
- Policy 3.3** Work with the County of Orange in developing strategies and programs to manage solid and hazardous wastes.
- Policy 3.4** Support development of a recyclable separation facility in South Orange County.

Goal 4 **A community that is protected from the hazards of fire.**

Intent The potential for loss of property and life as a result of fire increases with urbanization. Maintaining adequate levels of service is essential in order to minimize the occurrence of fire and its effects.

Policy 4.1 Cooperate with the County of Orange to ensure that adequate facilities and fire service personnel are maintained to provide acceptable levels of service.

Actions

4.1.1 Cooperate with the Orange County Fire Department to try to maintain a fire service standard of at least five minute response time by fire engine and ten minutes by paramedic services for 80 percent of the City.

4.1.2 Consider a fee program to offset impacts of development on fire services.

Policy 4.2 Require all buildings located within the City to adhere to fire safety codes.

Policy 4.3 Enforce fire inspection, code compliance, and weed abatement programs.

Policy 4.4 Establish requirements for fire-resistant roofing materials for areas subject to wildland fire hazards.

Goal 5 **A community that is well protected from criminal activity and achieves reduced crime rates.**

Intent Development and resulting increases in population require the addition of sheriff services in the City. Adequate levels of services are necessary to deter and reduce the incidence of crime and maintain the perception of safety in the City.

Policy 5.1 Assure that adequate sheriff service is available in the City.

Action

5.1.1 Consider a fee program to offset impacts of development on sheriff services.

Policy 5.2 Require incorporation of defensible space techniques in building design.

Action

5.2.1 Amend the Building Code and incorporate requirements in development project review that ensures maximum visibility, adequate lighting, and security for entrances, pathways and corridors, open space and parking areas.

Policy 5.3 Work with the community in operating Neighborhood Watch programs that promote mutual assistance and crime prevention activities among residents.

Goal 6 A range of community services and cultural facilities that meet the needs of Laguna Niguel residents and enhances their quality of life.

Intent A variety of community and cultural facilities serve to enhance and enrich the quality of life of City residents. A permanent civic center provides a source of community pride and can be a central focus of community activities.

Policy 6.1 Consider establishing a permanent site for a civic center and pursue a combination of funding mechanisms for its construction.

Policy 6.2 Cooperate with the County of Orange to provide for library facilities and services that are consistent with community needs.

Policy 6.3 Facilitate development of a senior citizens center.

Policy 6.4 Encourage the availability of sites for religious institutions and other quasi-public uses in the City.

Goal 7 A quality school system with adequate facilities and funding to educate the youth of Laguna Niguel.

Intent Additional school facilities and funding are necessary to ensure the high quality of education provided in the City is extended to future residents. The intent is to sustain quality educational services commensurate with the City's family orientation.

Policy 7.1 Work with the Capistrano Unified School District to ensure adequate educational facilities are provided and maintained.

Action

7.1.1 Incorporate feasible mitigation measures, such as land dedications/reservations, special fee programs and public improvements, in development applications to lessen their impact on the school system.

Policy 7.2 Work cooperatively with Capistrano Unified School District and other cities to plan for future school needs.

Action

7.2.1 Cooperate with the Capistrano Unified School District in updating its School District Master Plans.

Policy 7.3 Collaborate with the school district in achieving joint use of school recreation facilities.

Goal 8 Adequate electrical, natural gas, and telecommunication systems to meet the demand of new and existing development.

Intent

The City should provide for efficient development and the use of modern technologies to minimize energy demand and consumption. This could be accomplished through close coordination with service providers during the development approval process.

Policy 8.1 Encourage development that minimizes net energy use and consumption of natural resources.

Action

8.1.1 Support the use of solar energy to supplement conventional heating systems.

Policy 8.2 Promote public and private telecommunications to reduce motorized trips.

Policy 8.3 Locate utilities to minimize aesthetic impacts on the surrounding area.

Actions

8.3.1 Require undergrounding of new distribution lines.

8.3.2 Pursue the undergrounding of existing overhead distribution lines.

VI. GROWTH MANAGEMENT COMPONENT

The growth management component of the Public Facilities Element focuses on the provision of essential facilities and services. The purpose of this component is to identify level of service standards to be sought for certain public facilities in accommodating the remaining growth potential identified in the Land Use Element.

Facilities/services are listed under two categories: 1) those under the direct responsibility and authority of the City, either directly or through contract arrangements; and 2) those under the responsibility and authority of another unit of government, yet are vitally important to the well being of the City and its citizens.

The facilities and services under direct City responsibility include:

- Police/Sheriff (contracted to Orange County Sheriff's Department)
- Flood Control/Drainage (local)
- Solid Waste (contracted to private company)

The facilities and services currently under other governmental responsibility include:

- Fire protection (Orange County Fire Department)
- Paramedic Emergency Services (Orange County Fire Department)
- Library (County)
- Water Supply (Moulton-Niguel Water District)
- Sanitary Sewer Facilities (Moulton-Niguel Water District)
- Schools (Capistrano Unified School District)
- Flood Control (regional - Orange County Flood Control District)

The differences are significant in terms of the City's ability to control policies, programs and budgets related to these functions. The City has direct control in the first category and therefore exercises direct authority over level of service standards. Where contract services are provided, such as with the Sheriff's Department, the City may address level of service standards through discussions with the contracting agency.

The City may only influence decisions regarding the second category. Thus, the levels of service may or may not be to the City's liking. In those cases, the option would be to find ways of negotiating changes if the City desired different standards.

An additional consideration is the degree of control the City has over placing conditions of approval on proposed development projects regarding public services that are impacted by a project. Again, the City has the ability to impose conditions directly regarding the first category and only indirectly in the second.

The following sections identify Level of Service Standards for the public facilities and services identified above.

CATEGORY ONE - DIRECT CITY RESPONSIBILITY

A. Police/Sheriff

Discussion:

This service is contracted with the Orange County Sheriff's Department. The level of service is considered satisfactory by the City, but cost concerns have caused the Laguna Niguel to join with others in south Orange County to explore a separate district (South County rather than Countywide) for provision of police services.

Some jurisdictions establish police LOS Standards in terms of facility or personnel ratios to the population; others according to response times for various types of calls; and still others by personnel work load measures. The Sheriff's Department uses the latter methodology. The current measure is that: 1) at least 30% of an officer's time must be spent on directed patrol duty; 2) 60 to 70 % is to be spent on responding to calls and associated administrative duties; and 3) new officers are added when 70% of the total workload is exceeded. This measurement does not signify to the community a clear indication of what is actually being provided in the way of service.

The purpose of the LOS Standard regarding police services is twofold: 1) to maintain or improve the current services being provided the City; and 2) to convert the administrative standard now in use to a performance standard which can be more readily understood by Laguna Niguel citizens.

The LOS standard for police services is predicated on a slightly less demanding response time than fire response because of the single station location and an increased percentage of call responses within that time because of the patrol car activity.

Level of Service Standard: 4-6 minute response time for 85% of the Priority 1 calls.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standard is Not Met:

1. Review impediments with the Sheriff's Department to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany

approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

B. Flood Control/Drainage (Local)

Discussion:

Local flood control channels and conduits connect developed areas with the four regional channels serving Laguna Niguel. There are no known deficiencies in local facilities. Others will be needed as remaining undeveloped areas build out and will be identified as development plans are processed.

Level of Service Standard: All new development shall be provided with 100-year flood protection and new streets shall comply with City Engineering standards.

Implementing Actions:

1. Review development proposals for adequacy of local drainage facilities.
2. Design flood control facilities to provide open space, recreation and habitat value wherever feasible.
3. Distinguish between residential (landscaped channels) and commercial/industrial areas (hardened channels) in facility design.

Actions if the Standard is Not Met:

1. Require project redesign to conform to standards.

C. Solid Waste

Discussion:

The City uses a private contractor for solid waste collection purposes. Disposal is at the County operated Prima Deshecha Landfill site in San Juan Capistrano, a facility currently operating at daily intake levels approximately 25 % below its design limits. The City has adopted its required Source Reduction and Recycling Element (SRRE) pursuant to State law.

Planned growth according to the General Plan is not projected to exceed landfill capacities. This assumes the current 20 year life expectancy of the site, based on a 2 % increase in population and 20 % diversion of solid waste from the landfill because of source reduction and recycling. Implementation of local SRREs will result in 50 % diversion and therefore, the life expectancy of the landfill may be extended. Along

with all jurisdictions in Orange County, cooperative long term solid waste disposal solutions beyond a 20 year time horizon will need to be developed through participation in the County's Integrated Waste Management Plan and subsequent studies.

Level of Service Standard: Implementation of source reduction, recycling, composting and other conservation methods as required by State Law.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Complete implementation of the SRRE according to schedule.
2. Coordinate with the County Integrated Waste Management Department (IWMD) to insure continued landfill capacity, achieve recycling targets and initiate plans for long term capacity development.
3. Pursue with the IWMD the potential and benefits associated with a materials reduction facility (MRF) to serve Laguna Niguel.

Actions if the Standard is Not Met:

1. Review and revise the SRRE as necessary.
2. Establish conditions of approval on development projects if a determination is made that waste reduction targets are not being met and project mitigation measures are required to avoid excessive solid waste generation.

CATEGORY TWO - OTHER JURISDICTIONAL RESPONSIBILITY

A. Fire Protection

Discussion:

The currently adopted LOS Standard is established by the Orange County Fire Department (OCFD) and consists of a 5 minute response time for 80% of the City, with a maximum response time of 7 minutes. That performance is actually being exceeded and a 5 minute response time is being provided for 88% of the City. This compares very favorably with other jurisdictions. This is particularly impressive, given the hilly terrain and indirect access routes typical of a hill and valley community like Laguna Niguel.

It is important to note that response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary facilities phase out.

New development is expected to be capable of being served within the adopted response time or to provide mitigation measures acceptable to the City.

Level of Service Standard: 5 minute response time for 80% of the City.

Source: Orange County Fire Department

Implementing Actions:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.
2. Conduct fire awareness and prevention educational programs in the City through the OCFD Community Education Program.
3. Provide high priority to response times for employment centers containing unusually flammable materials and potential wild land fire prone areas where fires could spread quickly.
4. Explore and consider special procedures for handling fires in environmentally sensitive areas.
5. Continue to require fuel modification zones as part of development approvals in areas subject to wildfires.

Actions if the Standard is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

B. Paramedic Emergency Services

Discussion:

Paramedic services are also provided by the OCFD. The current Level of Service Standard is a 10 minute response for 80% of the developed areas. The 10 minute response time is currently available for 92% of the City. It is important to be aware that initial emergency medical treatment is provided by the firefighters as they arrive on the scene. Paramedics take over when they arrive. In this way, critical time is not lost in such emergencies as heart attacks or smoke inhalation; treatment begins at once.

Response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary Fire Department facilities phase out.

New development is expected to be capable of being served within the adopted response time or provide mitigation measures acceptable to the City.

Level of Service Standard: 10 minute response time for 80% of the City.

Source: Orange County Fire Department

Implementing Actions:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standard is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies including, but not limited to, additional facilities.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

C. Library

One library operated by the County is located within the City and two nearby libraries are in adjacent cities (Mission Viejo and Dana Point). The Level of Service Standard of .2 square feet of library space per capita is used throughout the County system, which serves 21 cities and several unincorporated communities within Orange County.

Ideally, libraries would be dispersed geographically so as to be relatively convenient to all portions of the City. The Dana-Niguel Branch serves the southerly portion of Laguna Niguel well; the Crown Valley Branch serves the central portion of the City well. The Mission Viejo Branch, though less convenient, could provide service to the most northerly residents in the City. The Crown Valley Branch library currently receives a great deal of use and the demand for services has prompted a request to the County Board of Supervisors to approve funding for an additional 5,000 sq. ft. of space at that branch.

Service levels will need to be coordinated through the County Library system. The aggregate of all three sites, considering the proportion of service they provide to Laguna Niguel residents, must be considered and assessed to determine total Level of Service. This will entail coordination as well with the two adjacent cities, particularly Dana Point.

Level of Service Standard: .2 square feet of library space per capita.

Source: Orange County Library System

Implementation Actions:

1. Coordinate library needs with the Orange County Library system and the Cities of Dana Point and Mission Viejo.
2. Seek ways to improve library access to residents in the northerly portions Laguna Niguel.

Actions if the Level of Service Standard is Not Met:

1. Develop an action plan with the Orange County Library system to maintain a desired LOS Standard.

D. Water Supply

Discussion:

City water is supplied by the Moulton Niguel Water District and the South Coast Water District. The Districts also serve portions of adjacent communities as well. The Districts are well positioned to supply Laguna Niguel with water, however conservation programs and reclamation are necessities are in Southern California.

If the MNWD obtains an additional 25 cubic feet per second (cfs) for a total of 100 cfs from which to supply the City and other District customers it is probable that there will be adequate water to serve development under the General Plan. Nevertheless, a careful phasing of development and water supply will be necessary in order to assure service to future water users.

Level of Service Standard: Cooperate with water districts to provide sufficient water supplies to meet projected demand and encourage conservation and the use of reclaimed water.

Source: Laguna Niguel General Plan

Implementing Actions:

1. Incorporate water supply into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from, the program associated with the Growth Management Element.

Actions if the Level of Service Standard is Not Met:

1. If it is determined that a proposed project cannot be properly served with water (inability to obtain a will-serve letter), mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected.

E. Sanitary Sewer Facilities

Discussion:

Facilities to handle wastewater are supplied by the Moulton Niguel Water District and the South Coast Water District, serving approximately 95 % and 5 % of the City respectively. Two types of capacity constraints may be encountered: 1) inadequate treatment capacity and 2) inadequate line capacity.

While there is every indication that both can be readily provided to accommodate build-out of the General Plan, it will be necessary to monitor and work with the Districts to take corrective action if future deficiencies are identified.

Line capacity standards are established by the Districts according to line size to insure that flow capacity is maintained.

Level of Service Standards:

1. Sufficient treatment capacity to serve Laguna Niguel and other system users
2. Line capacities meeting District standards

Source: Water districts and Laguna Niguel General Plan

Implementing Actions:

1. Incorporate sanitary sewer facilities for wastewater transfer and treatment into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from the program associated with the Growth Management Element.

Actions if the Level of Service Standard is Not Met:

1. If it is determined that a proposed project cannot be properly served by sanitary sewer facilities, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected.

F. Schools**Discussion:**

The City of Laguna Niguel shares an unusually large and growing school district, Capistrano Unified, with several other cities. The District continues to be impacted heavily by growth within its service boundaries. Achieving an adequate supply of schools and classrooms to keep pace with development is a constant challenge in high growth areas.

Currently, authorized development fees under state legislation are inadequate to fund needed schools throughout the state. School districts and local jurisdictions resort to a variety of methods to augment development fees, some of which entail additional exactions on development projects by means of EIR mitigation requirements. Legal actions have resulted from some of these efforts.

One of the most important considerations regarding school planning for Laguna Niguel is the fact that it shares the school district with other local governments. In effect, school planning and development is a sub-regional problem similar in scale to some of the circulation issues confronting south Orange County. Accordingly, this LOS Standard is a recognition of the Capistrano School District's policy and a commitment to work with the District, other south County local governments, and the development industry in finding mutually workable approaches to the problem.

Level of Service Standard: Encourage the Capistrano Unified School District to provide the highest level of education at the lowest student to teacher ratio possible.

Source: Capistrano Unified School District

Implementing Actions:

1. Initiate a cooperative planning program with the Capistrano Unified School District and the cities it serves to identify and undertake measures which can most cost effectively provide necessary school facilities as development occurs.

Actions If the Level of Service Standards are Not Met:

1. Cooperate with the Capistrano School District to establish phasing and funding mitigation conditions for residential development projects which will provide prorata support for needed school facilities.

Chapter Six
NOISE

General Plan for the City of Laguna Niguel
Chapter 6 - Noise

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
II. CONSISTENCY WITH STATE PLANNING LAW	2
III. RELATED PLANS AND PROGRAMS	3
IV. LAND USE COMPATIBILITY	4
A. Noise Insulation Standards	4
B. Community Noise	6
V. EXISTING NOISE ENVIRONMENT	7
A. Ambient Noise Measurements	7
B. Significant Noise Sources	9
VI. SENSITIVE RECEPTORS	16
VII. FUTURE NOISE ENVIRONMENT	18
A. Major Roadways	18
B. Moulton Parkway/Street of the Golden Lantern	21
C. San Joaquin Hills Transportation Corridor	21
D. Airport and Aircraft	24
E. Railroad and Trains	24
VIII. GOALS, POLICIES AND ACTIONS	25
APPENDIX A. GLOSSARY OF TERMS	

General Plan for the City of Laguna Niguel
Chapter 6 - Noise

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
N-1 Land Use Compatibility For Community Noise Exposure	5
N-2 Existing Roadway CNEL Contours	11
N-3 Flight Tracks	13
N-4 MCAS El Toro Noise Contours	14
N-5 Sensitive Noise Receptors	17
N-6 Future Roadway CNEL Contours	19
N-7 San Joaquin Corridor Noise Measurement Locations and Recommended Mitigation	23

List of Tables

<u>Table</u>	<u>Page</u>
N-1 Ambient Noise Levels	8
N-2 24-Hour Noise Measurements	9
N-3 Existing CNEL Range at 100 Feet from Centerline	10
N-4 Projected MCAS El Toro Annual Jet Operations by Aircraft Type	12
N-5 Railroad Operational Data	15
N-6 Train Noise Contours	15
N-7 Future CNEL Range at 100 Feet from Centerline	20
N-8 Projected SUHTC Noise Levels and Recommended Mitigation	22
N-9 Land Use with Noise Standards	25

NOISE

I. INTRODUCTION

Noise has long been an accepted part of modern civilization and the urbanization process. The general background level of noise, however, seems to be rising as modern transportation systems develop and human dependence upon machines rises. As society becomes highly mobile and mechanization continues to increase, so does the need for a better understanding of the effects of noise exposure in the environment.

The planning process has not traditionally been concerned with noise. In many instances, noise problems were identified only after the noise sources were allowed to establish in a community. It is now evident that these situations could have been avoided by considering noise generators and noise sensitive receptors as part of the comprehensive planning process.

II. CONSISTENCY WITH STATE PLANNING LAW

The Noise Element of the General Plan is a mandatory component pursuant to State law (California Planning and Zoning Law, Section 65302(f)). It must recognize the guidelines adopted by the California Office of Noise Control pursuant to Section 46050.1 of the Health and Safety Code. More importantly, the Noise Element should provide a systematic approach to: (1) the measurement and modeling of noise; (2) the establishment of noise standards; (3) the control of major noise sources; and (4) community planning for the regulation of noise. It is a guide used to identify and mitigate noise problems. The Noise Element establishes uniformity between City policy and programs undertaken to control and abate environmental noise. It also serves as a guideline for compliance with the State's noise insulation standards.

The Government Code and Office of Noise Control require that certain major noise sources and areas containing noise sensitive land uses be identified and quantified by preparing generalized noise exposure contours for current and projected levels of activity within the Community. Contours may be prepared in terms of either the Community Noise Equivalent (CNEL) or the Day-Night Average Level (Ldn) which are both descriptors of total noise exposure at a given location for an annual average day.

It is intended that the noise exposure information developed for the Noise Element be incorporated into the General Plan to serve as a basis for achieving land use compatibility with respect to noise through the long range planning and project review processes. It is also intended that noise exposure information be used to provide baseline information and noise source identification for use in formulating modifications to and enforcement of the local noise control ordinance.

III. RELATED PLANS AND PROGRAMS

There are a number of plans and programs related to the regulation of noise in Laguna Niguel. These programs are implemented at the federal, state and local levels of government.

At the federal level, three agencies have an effect on Laguna Niguel's noise environment. They are the Environmental Protection Agency (EPA), the Department of Defense and the Department of Transportation. In addition, the Department of Housing and Urban Development and the Federal Housing Administration establish standards for projects which receive their financial support.

The EPA has historically been a leader in national noise abatement efforts. They have been assisting other federal agencies, states, and local jurisdictions in the development of noise abatement programs.

The Department of Defense (DOD) operates two facilities in Orange County: the Marine Corps Air Station (MCAS) at El Toro and the one at Tustin. These bases, especially MCAS El Toro, have a significant noise impact on Laguna Niguel. In order to preserve the air station's mission as well as to protect surrounding communities, the Department of Defense established the Air Installations Compatible Use Zones (AICUZ) Program. The purpose of the AICUZ is to ensure compatible development in high-noise exposure areas, minimize public exposure to potential safety hazards associated with aircraft operations, and to protect the operational capability of the air installation. The Navy prepares a recommended AICUZ for each of its Naval or Marine Corps installations and submits its recommendations on zoning and land use to the local government for consideration. Presently, the 1981 AICUZ Study is implemented in Orange County. The 1981 AICUZ Study is expected to be updated in 1993.

The Department of Transportation is involved in noise setting standards and safety regulations for civil aviation, railroads, transit facilities and vehicles, and those freeways in the Interstate System. Other agencies under the Department of Transportation involved with the regulation of transportation related noise include: the Federal Aviation Administration, the Federal Railway Administration, the Urban Mass Transportation Administration and the Federal Highway Administration.

The State of California is responsible for establishing regulations for noise control where not preempted by the federal government. The State regulates noise emissions from motor vehicles, freeways and arterial roadways as it affects classrooms, and has set noise insulation standards for residential dwellings, hotels and motels. The State also has established noise impact boundaries around airports, and set noise planning standards for land use compatibility.

Local jurisdictions share responsibility of maintaining the health and welfare of their residents. This responsibility is largely implemented through land use planning and control. Since Laguna Niguel was primarily developed under the jurisdiction of the County of Orange, the County Noise Element, Land Use/Noise Compatibility Manual and the Noise Ordinance were used to determine land use compatibility with regards to noise sources. The City of Laguna Niguel has adopted its own Noise Ordinance to control local sources of noise. The Ordinance is largely based on the County Noise Ordinance.

IV. LAND USE COMPATIBILITY

The State Office of Noise Control has developed a Noise/Land Use Compatibility Matrix showing noise standards for various land use categories. The compatibility matrix is intended to provide guidelines for the development of municipal noise elements. Depending on the ambient environment of a particular community, these basic guidelines may be tailored to reflect existing noise and land use characteristics. The Noise Compatibility Matrix defines noise in terms of a community noise equivalent level (CNEL) expressed in decibel units (dB or dBA) that measure sound intensity. The CNEL measurement accounts for various noise levels which occur over a 24-hour period. Noise levels occurring during evening and nighttime hours are weighted more heavily than daytime noise in recognition of increased sensitivity to sound during these hours. A complete glossary of technical terms used in this Element is provided in Appendix A.

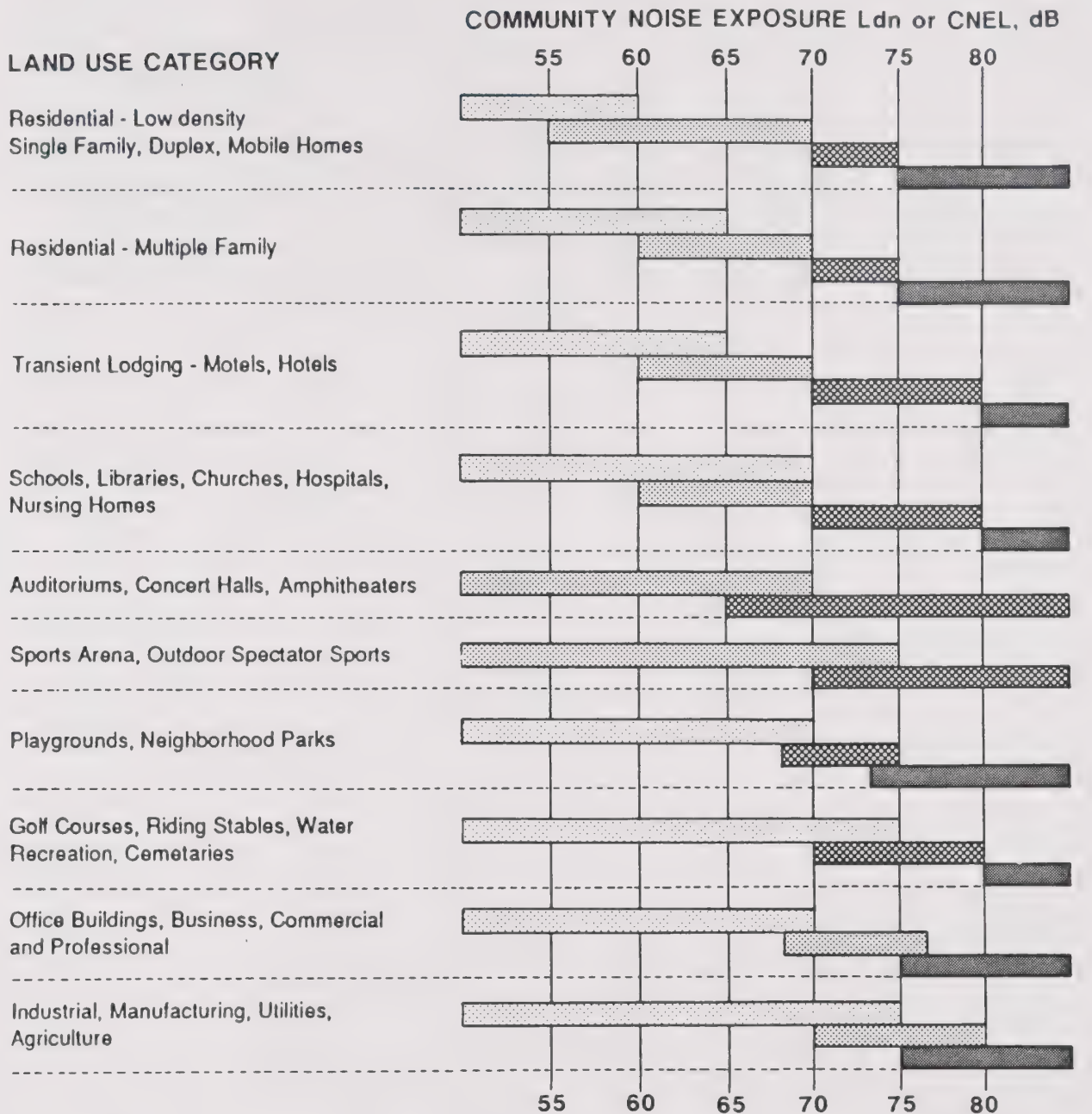
The Land Use Compatibility shown on Figure N-1 reflects the compatibility and the acceptable limits of noise for various existing and proposed land uses in Laguna Niguel. The matrix will be used as a guideline by the City to determine the compatibility of land uses within a certain noise environment. Standards for both sensitive and non-sensitive land uses are provided.

Land uses deemed noise sensitive by the State include schools, hospitals, rest homes, long-term care and mental care facilities. Many jurisdictions consider residential uses particularly noise sensitive because families and individuals expect to use time in the home for rest and relaxation, and noise can interfere with those activities. Some variability in standards for noise sensitivity may apply to different densities of residential development, and single family uses are frequently considered the most sensitive. Jurisdictions may identify other uses as noise sensitive such as churches, libraries, day care centers, hospitals, and parks.

A. Noise Insulation Standards

California noise insulation standards were officially adopted by the California Commission of Housing and Community Development in 1974 and became effective on August 22, 1974. On November 14, 1988, the Building Standards Commission approved revisions to these standards (Title 24, Part 2, California Code of Regulations). The ruling states that "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either Ldn or CNEL, consistent with the noise element of the local general plan." Additionally, the commission specifies that residential buildings or structures to be located within exterior CNEL (or Ldn) contours of 60 dB or greater of an existing or adopted freeway, expressway, parkway, major street, thoroughfare, rail line, rapid transit line, or industrial noise source shall require an acoustical analysis showing that the building has been designed to limit intruding noise to an interior CNEL (or Ldn) of 45 dB.

Land Use Compatibility for Community Noise Exposure



LEGEND

Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable
New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable
New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable
New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

SOURCE: CALIFORNIA OFFICE OF NOISE CONTROL

B. Community Noise

The most effective method to control community noise impacts from non-transportation noise sources is through application of a Community Noise Ordinance. Presently, the City of Laguna Niguel adopted a Noise Ordinance which is largely based on the County of Orange Noise Ordinance. This Ordinance is considered to be one of the most effective noise ordinances in California and is used by many jurisdictions in Orange County.

V. EXISTING NOISE ENVIRONMENT

A. Ambient Noise Measurements

As prerequisite to an effective noise control program, a community must be cognizant of the location and extent of local noise problems: namely major noise source locations, noise sensitive receptor locations and current levels of exposure. These data can then be utilized to focus noise control and abatement efforts where they are most needed. In some cases, the control of noise sources will be beyond the City's jurisdiction. However, by recognizing these limitations, more effective land use strategies can be developed.

Ten to fifteen minute noise measurements were taken during a typical week day at sixteen locations throughout the City of Laguna Niguel. Criteria for site selection included geographical distribution, land uses suspected of noisy activities, proximity to transportation facilities and sensitive receptor locations. Sites were chosen at worst-case noise locations throughout the City. The primary purpose of noise monitoring was to determine an existing profile for the study area that could be used for estimating the level of current and future noise impact.

Measurements represent motor vehicle noise emanating from Interstate 5, the local master planned roadway network and aircraft associated with MCAS El Toro. Sensitive receptor locations monitored include: single family and multi-family residential units, existing and proposed school sites, proposed senior center site, a childcare center, and the library. Noise levels were monitored during the peak traffic hour to represent maximum noise levels, or during off-peak conditions and then modified to reflect peak traffic conditions.

Table N-1 provides noise measurement data and site descriptions for the sixteen monitoring locations. As shown therein, noise levels exceeded the 60 dBA criteria (established for locating sensitive land uses) in all but three locations. Noise levels exceeded the 65 dBA criteria (for prohibiting residential development without adequate mitigation) at five of the sixteen locations. Four of these locations are noise sensitive receptors.

**Table N-1
Ambient Noise Levels**

Location	Measured Leq	Adjusted Leq	Day	Time	Land Use ¹	Description
1	75.4	75.4	11/6	4:30 p.m.	COM/ IND	Laguna Plaza between Camino Capistrano and Interstate 5
2	65.4	64.7	11/5	4:30 p.m.	SC	Proposed senior center site at the corner of Moulton Parkway and Aliso Creek
3	66.0	65.8	11/5	4:05 p.m.	S	Proposed school site at the corner of Niguel Heights and Aliso Creek
4	67.3	67.3	11/6	4:10 p.m.	SFD	Single-family residence at the corner of Caballo and Paseo de Colinas
5	61.9	62.3	11/6	6:20 p.m.	SFD	Single-family residence at the corner of Highlands and Ridgeview
6	64.2	64.2	11/6	5:30 p.m.	SFD	Single-family residence on Paseo De Ocasia adjacent to Golden Lantern
7	60.4	60.4	11/6	5:00 p.m.	SFD	Single-family residence at the corner of Golden Lantern and Via Pasada
8	60.5	60.6	11/5	3:25 p.m.	S	Classroom building of Niguel Hills Middle School along Paseo de Colinas
9	68.0	68.0	11/5	5:15 p.m.	CC	Fenced playground of childcare center at the corner of La Plata and Crown Valley.
10	61.0	61.0	11/6	6:00 p.m.	OS	Crown Valley Community Park playing field adjacent to Crown Valley Parkway
11	67.4	67.5	10/30	4:30 p.m.	LIB	Crown Valley Library at 6 feet above grade
12	59.8	59.7	10/30	4:50 p.m.	SFD	Single-family residence at corner of Niguel & Paseo del Campo
13	61.8	61.8	10/30	5:05 p.m.	MFD	Multi-family residence on Chandon near corner of Marina Hills and St. Germain
14	59.2	59.2	10/30	4:10 p.m.	SFD	Single-family residence at corner of Pacific Island Drive & Talavera
15	55.9	55.9	10/30	5:25 p.m.	SFD	Single-family residence at corner of Ponders End and Beacon Hill
16	60.9	60.9	10/30	3:00 p.m.	S	Proposed school site at corner of Bear Brand and Camino del Avion
1	COM - Commercial	SFD - Single Family Dwelling	S - School			
	IND - Industrial	MFD - Multiple Family Dwelling				
	OS - Open Space	CC - Child Care Facility				
	LIB - Library	SC - Senior Center				

Noise Measurements were recorded at eight residential sites. Noise levels exceeded 60 dBA at five of these sites. The highest noise measurement recorded at a residential site was 67.3 dBA.

In addition, 24-hour noise measurements were taken at four single family residences along Golden Lantern to develop improved baseline noise data for that area. Table N-2 provides noise measurement data for those four locations.

**Table N-2
24-Hour Noise Measurements**

Location	CNEL	Day	Land Use	Description
1	65.8	6/2-6/3	SFD	Golden Lantern between Crown Valley Parkway and Colinas
2	67.7	6/2-6/3	SFD	Golden Lantern between Colinas and Via de Anza
3	63.7	6/3-6/4	SFD	Golden Lantern between Crown Valley Parkway and Colinas
4	67.3	6/3-6/4	SFD	Golden Lantern between Crown Valley Parkway and Colinas

SFD = Single Family Dwelling

B. Significant Noise Sources

Two types of noise sources are considered in a community noise inventory: stationary sources and mobile sources. Stationary sources of noise include industrial and construction activities, farming equipment operations, shooting ranges, boating areas, air conditioning/refrigeration units, drag strips, concert halls, loud whistles or bells, outdoor sporting events, loud radio, stereo or television usage, power tools, lawn mowers, home appliances and barking dogs. Mobile noise sources are typically transportation-related and include aircraft, trains, boats, automobiles, trucks, buses, motorcycles, and off-road vehicles.

There are a limited amount of stationary noise sources in Laguna Niguel. Most of the City's noisy industrial uses are located in the northeastern end of the City, away from residential uses. The most frequent stationary source of noise would be associated with construction activity. However, construction related noise is typically localized and temporary. Most of stationary sources of noise in the City are not considered a problem and are typically accepted as part of the ambient or background noise level.

Motor vehicles in the City are the dominant source of continuous noise. Interstate 5, Crown Valley Parkway, Paseo de Colinas and Moulton Parkway/Golden Lantern carry appreciable volumes of commuter traffic. Land uses adjacent to these and other master planned roadways are potentially impacted by motor vehicle noise.

Other transportation facilities in the City that contribute to community noise levels include the Atchison Topeka and Santa Fe Railroad line and the United Marine Corps Air Station El Toro. The various sources of existing transportation noise generators are discussed separately in the following sections.

Roadways and Motor Vehicles

The City of Laguna Niguel is bisected by a number of arterial roadways. Interstate 5, the largest transportation corridor in the area, is located along the northeastern edge of the City. The major and primary north-south roadways in Laguna Niguel are Alicia Parkway, La Paz Road, Moulton Parkway/Golden Lantern, Niguel Road and Crown Valley Parkway. The

primary east-west roadways are; Paseo de Colinas, Marina Hills Drive, Camino del Avion and Aliso Creek Road.

The highway traffic noise prediction model developed by the Federal Highway Administration (RD-77-108) was used to evaluate existing noise conditions in Laguna Niguel. This model utilizes various parameters including the traffic volume, vehicle mix and speed, and roadway geometry, to compute typical equivalent noise levels during daytime, evening and nighttime hours. The resultant noise levels are then weighted and summed over 24 hourly periods to determine the daily Ldn value. Noise contours are derived through a series of computerized iterations to provide the 60, 65, and 70 CNEL locations. These contour locations can be used as a planning tool to locate noise sensitive receptors away from major noise generators. Figure N-2 depicts the existing CNEL contours. The 60 and 65 CNEL contours extend farthest from the roadway centerline along Crown Valley Parkway, and Moulton Parkway/Golden Lantern due to higher traffic volumes. Residential uses along these roadways have outdoor living areas that may be impacted with noise levels between 60 and 65 dBA CNEL. Projected increases in traffic along these roadways will extend the 60 and 65 CNEL further into these residential areas. Table N-3 reflects the CNEL range at 100 feet from the centerline for major roadways in the City.

Table N-3
Existing CNEL Range at 100 Feet from Centerline

Roadways	CNEL Range
Pacific Island Drive	58.2 - 61.8
Highlands	53.9 - 54.3
Alicia Parkway	62.5 - 63.0
Niguel Road	57.9 - 65.4
La Paz Road	61.8 - 66.5
Golden Lantern	66.2 - 67.9
Moulton Parkway	65.4 - 66.0
Paseo de Colinas	57.9 - 65.0
Pacific Park	50.8 - 61.2
Aliso Creek	60.7 - 65.0
Rancho Niguel	55.2 - 61.2
Crown Valley Parkway	65.8 - 68.5
Marina Hills	62.2 - 62.6
Camino del Avion	61.3 - 64.5
Cabot Road	49.5 - 61.8

Airport and Aircraft

MCAS El Toro is currently one of the largest Marine air station facilities in the western United States. The Air Station is located within Orange County, approximately 7 miles from the City of Laguna Niguel. Both fixed-wing aircraft and helicopters are flown at El Toro. However, as a noise source, fixed-wing jets are the greatest contributor of aircraft noise in the City. Table N-4 summarizes the total annual jet operations by aircraft type.



Table N-4
Projected MCAS El Toro Annual Jet Operations
by Aircraft Type

Aircraft	Departures	Arrivals	Patterns ¹	Totals
F-18	20,068	20,068	21,790	61,926
Heavy Jet	385	385	0	770
Other Jet	839	839	813	2,491
1. Patterns include overhead break, Field Carrier Landing Practice, and touch-and-go. One ground loop is counted as one pattern.				

The F-18 is the dominant aircraft type at MCAS El Toro, both in terms of numbers of operations and noise produced. Runways 07L/R and 34R are the runways used over 90 percent of the time by F-18's for departures and arrivals, respectively. As shown in Figure N-3, these arrival and departure flight paths are located directly over Laguna Niguel. Some of the flight paths used by other MCAS aircraft also overfly Laguna Niguel.

Three patterns were used for noise contour modelling: Touch and Go's, Field Carrier Landing Practice (FCLP)--daytime, and FCLP--night. Each pattern consists of a short, 300 foot ground roll, use of military power to climb to pattern altitude, power cut back and turn to downwind, and a descending turn to final. Each pattern has a different pattern altitude from mean sea level (MSL):

Touch and Go	1,500 feet MSL
FCLP--Daytime	900 feet MSL
FCLP--Nighttime	1,200 feet MSL

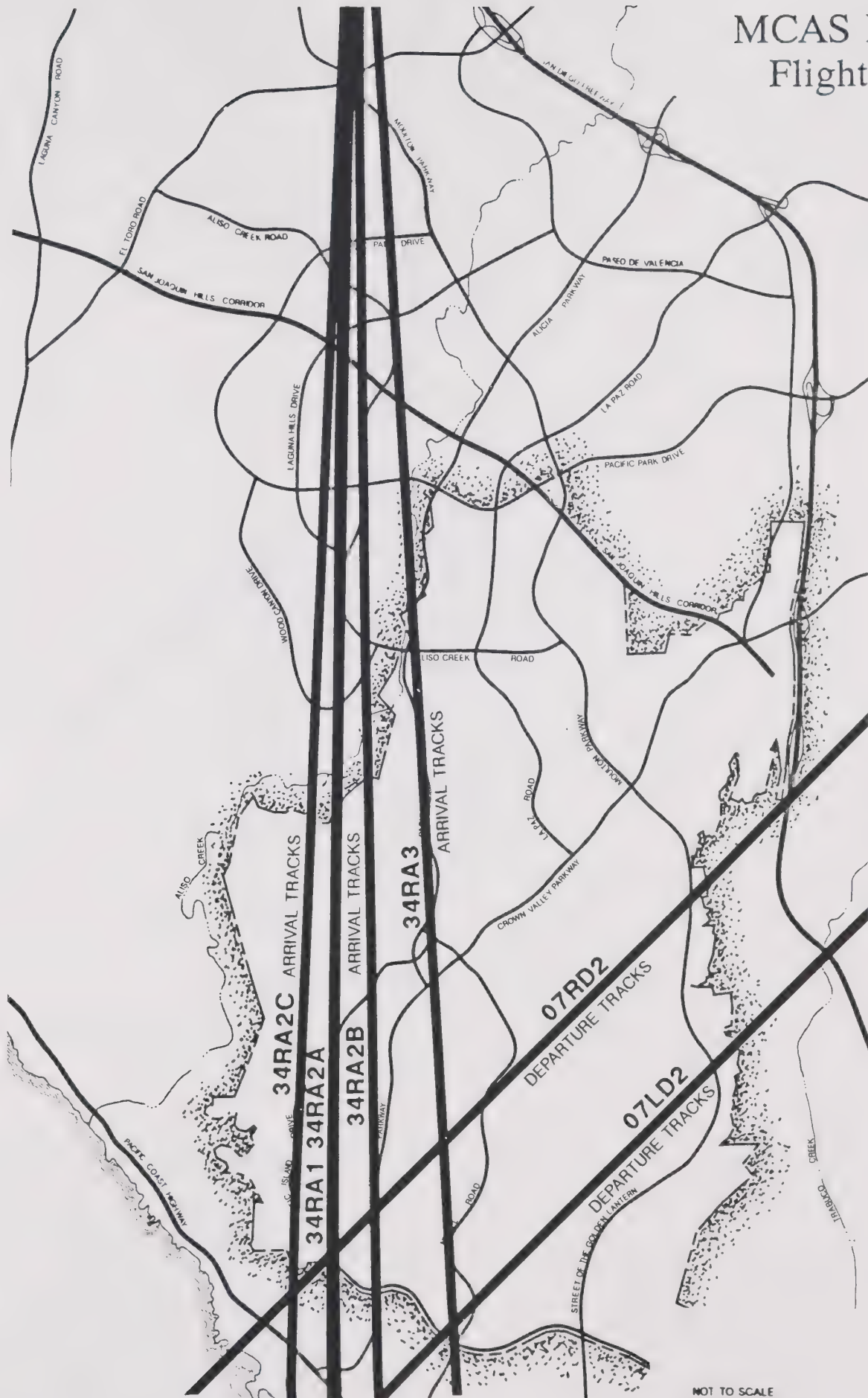
Figure N-4 depicts the 1981 AICUZ Noise Contours from MCAS El Toro. This figure indicates that the 60 dB CNEL extends through the northwestern part of the City parallel with the arrival of flight tracts. Several residential uses located in this area are subject to overhead aircraft noise. However, most of the residential uses have been provided with mitigation to achieve the required indoor noise standard of 45 dB CNEL. The 65 dB CNEL is located outside the City.

Figure N-4 does not reflect any noise contours along the departure flight tracts that extend through the southwestern portion of the City. The aircraft is flying at a height of at least 9,000 feet along the departure tract. At this height the noise that can be heard from the aircraft is minimal.

Railroad and Trains

One rail line runs through the City of Laguna Niguel, paralleling the Interstate 5 Freeway. The Atchison Topeka and Santa Fe (AT & SF) line passes through the eastern edge of the City on its path from Los Angeles to San Diego, carrying both freight and passenger trains. The freight train carries cargo from Fullerton. The San Diego run passenger train is AMTRAK which supports the local commuter network, stopping in Anaheim, Santa Ana, Irvine, San Juan Capistrano, San Clemente, and Oceanside. Table N-5 provides a breakdown of the rail operations that occur along these two lines.

MCAS El Toro Flight Tracks



The City of
LAGUNA NIGUEL
General Plan



MCAS El Toro Projected Noise Contours

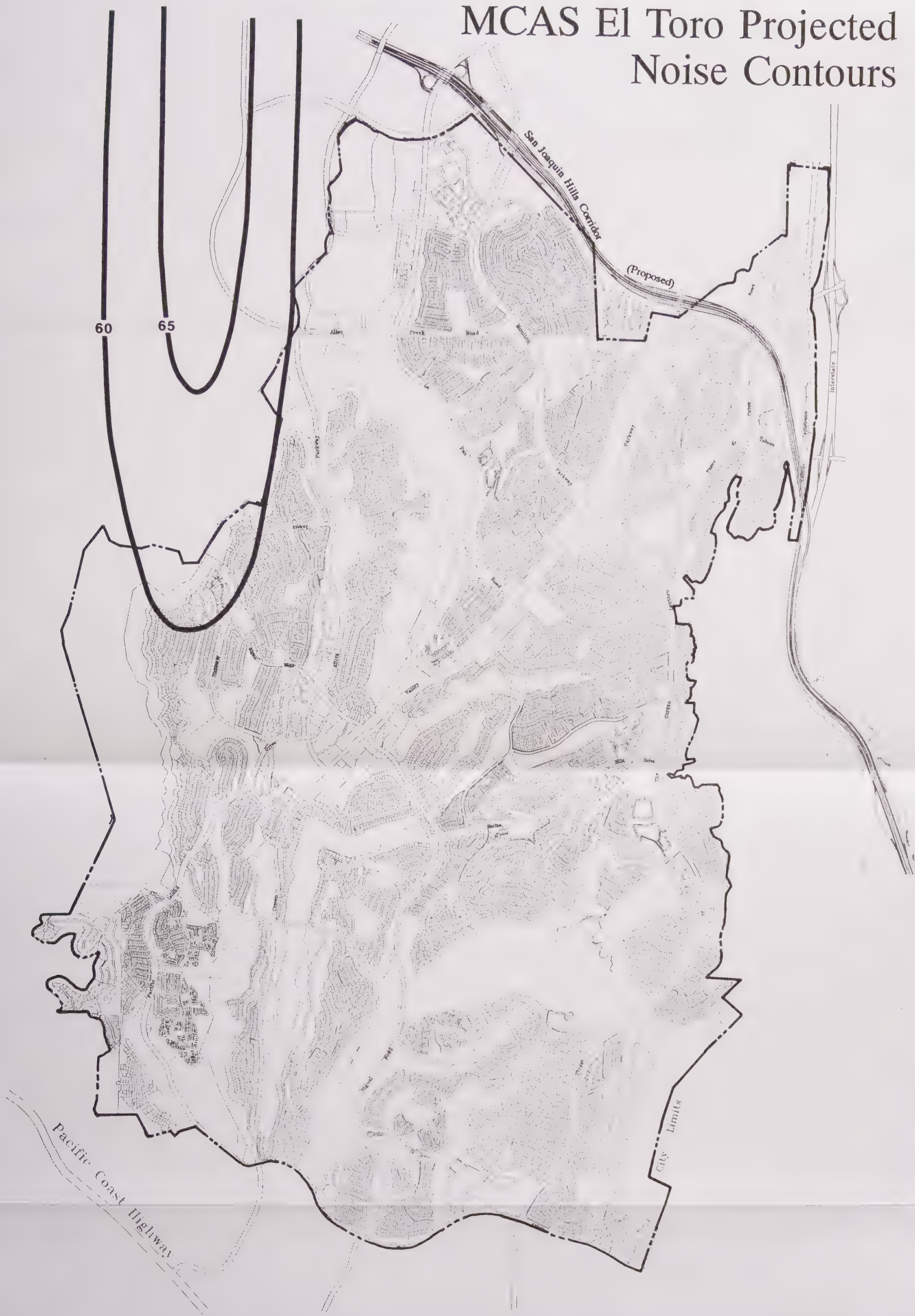


Table N-5 Railroad Operational Data (1991 Operations)				
Railway Segment	No. of Trains/Day	Train Length (Feet)	Distribution Day/Evening/Night	Speed
AT&SF Freight	2	5,500	50%/50%/0%	55 mph
AMTRAK	14	620	71%/14%/14%	90 mph

The noise exposure contours along the railway tracks were interpreted with the Wyle Laboratories train noise methodology model. The contours were determined from the number and type of trains using the line, the magnitude and duration of each train pass, and the time of day the operation occurs. The noise contours at 100, 200, 400 and 800 feet from each of these railway lines is reflected in Table N-6.

Table N-6 Train Noise Contours				
Railway Line	Noise Level (Ldn) at			
	100 feet	200 feet	400 feet	800 feet
AT&SF Freight	63.3	59.3	54.3	49.3
AMTRAK	65.4	61.4	56.4	51.4

As shown in Table N-6, the AMTRAK trains create the largest noise contours of the two trains operating in the City. However, the closest noise-sensitive land use in the area is located approximately 400 feet west of the railroad line. At this distance the CNEL would be less than 57 dB CNEL. Thus, no significant noise impacts to sensitive land uses are projected to occur from train operations.

VI. SENSITIVE RECEPTORS

The City of Laguna Niguel has a number of noise sensitive land uses. These uses include: residential areas, school sites, child care areas, library, parks and a senior center site. Figure N-5 depicts the locations of schools and other sensitive noise receptors that are located within areas that are affected with noise levels of at least 60 dB CNEL.

Many of the residential uses in Laguna Niguel are within neighborhood enclaves. These areas are typically located away from major transportation corridors. However, there are residential areas that have rear and front yards adjacent to arterial roadways. Some of these areas are impacted with traffic noise that is in excess of City standards.

There are five existing and six proposed school sites in Laguna Niguel. The majority of the school sites are located or planned along major arterials and are, therefore, impacted by traffic noise.

Four public park sites, Crown Valley Community Park, Hidden Hills Park, Marina Hills Park and Rancho Niguel Park are located along major arterials. These park sites are impacted by noise levels in excess of 65 dB CNEL. The remaining park sites in the City are situated along secondary or collector roadways. These areas are not subject to high levels of traffic-related noise.

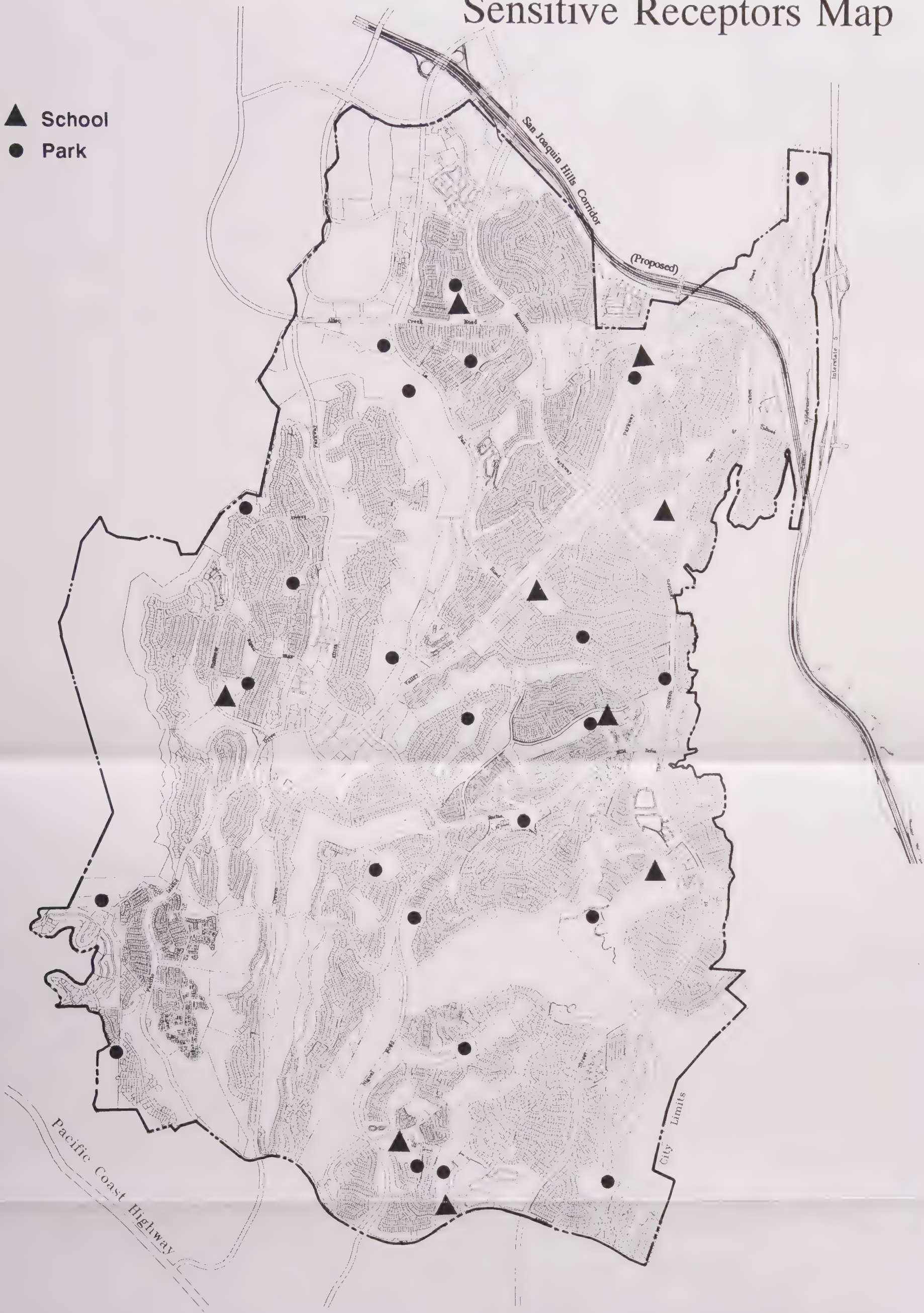
Other noise sensitive land uses located along major transportation corridors include proposed senior center site at the corner of Moulton Parkway and Aliso Creek Road, and a childcare center and Crown Valley Library on Crown Valley Parkway. Portions of both of these sites are above 65 dB CNEL.

The planned alignments of the San Joaquin Hills Transportation Corridor and Moulton Parkway will be future sources of traffic noise. Both of these transportation facilities will affect noise-sensitive land uses within the immediate vicinity. The implementation of site specific sound attenuation measures would ensure that these transportation facilities do not exceed the exterior and interior noise standards for nearby residential uses. Laguna Niguel should coordinate closely with the County of Orange to ensure that the San Joaquin Hills Transportation Corridor and Moulton Parkway are in compliance with City noise standards. Additional information regarding the San Joaquin Hills Corridor and Moulton Parkway is presented on pages 22 and 23 of this Element.

Overhead aircraft flights from El Toro are expected to occur in the future and may change with the operational mission of the air base. Noise-sensitive land uses in the City will continue to be affected by aircraft operations.

Sensitive Receptors Map

- ▲ School
- Park



VII. FUTURE NOISE ENVIRONMENT

The major source of future noise will come from automobiles and trucks traveling on existing and proposed roadways and transportation corridors in the City. Other future sources of noise include overhead aircraft from MCAS El Toro and from rail traffic on the AT&SF Railroad. Future sources of noise should be considered during the planning process.

A. Major Roadways

Future unattenuated noise levels along roadways are shown in Figure N-6. Noise levels are mapped using contour lines indicating a specific noise level that there is no shielding from existing barriers or topography from traffic noise is assumed.

As shown on Table N-7, most of the roadways in Laguna Niguel are projected to have noise levels that are below 65 CNEL at 100 feet from the centerline. However, segments of Alicia Parkway, Niguel Road, La Paz Road, Golden Lantern, Moulton Parkway, Pacific Park Drive, Aliso Creek, Crown Valley Parkway, Marina Hills Drive, Paseo de Colinas, Cabot Road and Greenfield Drive would all experience noise levels of 65 CNEL at 100 feet from the centerline. Compared to existing CNELs, most of the roadways will experience less than a 3 dBA increase over existing noise levels, the level that is discernable by adjacent receptors. Roadways with the largest decibel increase include portions of Pacific Island Drive, Highlands Avenue, Moulton Parkway, Golden Lantern, Pacific Park Drive, Avila Road, Aliso Creek Road, and Camino del Avion. The increases associated with these roadways are primarily related to the amount of new development occurring in the area. Traffic noise along the roadways could be mitigated to adequate levels with a combination of landscaped barriers, sound walls and architectural sound attenuation measures.

Figure N-6 depicts the projected CNEL contours for major roadways in Laguna Niguel. The 65 CNEL contour extends furthest into adjacent land uses along Moulton Parkway, Golden Lantern and Crown Valley Parkway. This results from relatively high daily traffic volumes and high vehicle speeds along these roadways.

Along Moulton Parkway, the 65 CNEL extends between 165 feet and 190 feet from the centerline. However, landscaped barriers and sound attenuation walls are generally present to help mitigate traffic noise levels. In some areas, existing noise attenuation features would not adequately reduce future noise levels. Portions of the large undeveloped County Village Parcel located on the east side of Moulton Parkway between Aliso Creek road and Pacific Park Drive could be impacted by noise levels of 65 dBA or greater. Site specific acoustical studies and sound attenuation measures should be incorporated into the planning process for this area to ensure that adequate noise levels are achieved.

Future Roadway Noise Contours



Table N-7
Future CNEL Range at 100 Feet from Centerline

Roadways	CNEL Range
Pacific Island Drive	59.2 - 62.2
Highlands	53.9 - 58.0
Alicia Parkway	64.2 - 65.6
Niguel Road	56.9 - 66.4
La Paz Road	64.0 - 68.3
Street of the Golden Lantern	68.7 - 70.0
Moulton Parkway	68.3 - 68.8
Pacific Park Drive	68.5 - 69.0
Aliso Creek	64.0 - 66.0
Rancho Niguel	57.0 - 66.0
Crown Valley Parkway	67.1 - 69.6
Marina Hills Drive	63.7 - 66.7
Camino del Avion	64.4 - 66.4
Paseo de Colinas	59.0 - 65.6
Cabot Road	63.7 - 65.2

The 65 CNEL extends along Golden Lantern between 180 feet and 215 feet from the centerline. There are many residential uses along Golden Lantern that could be affected by traffic noise. Landscaped barriers and sound attenuation walls should help mitigate traffic noise; however, without site specific studies that consider existing noise barriers and local topography, it is not possible to accurately project the future noise environment of residential uses. Many of the outdoor living areas of residences that are adjacent to the roadway are affected by noise levels above 65 CNEL and those noise levels are projected to increase.

The 65 CNEL extends between 140 feet and 200 feet from the centerline of Crown Valley Parkway. However, most of the residential uses are sufficiently setback to mitigate noise levels to acceptable levels. In conjunction with the setbacks, sound attenuation measures have been incorporated into the construction of many residential uses.

Laguna Niguel has little control of transportation noise at the source. State and federal agencies have the responsibility to control vehicle emission noise levels. The most effective method the City has to mitigate traffic noise is through effective site planning and the construction of noise barriers. Proposed development should consider future traffic noise during the planning process. Mitigation measures should be incorporated into development projects, when necessary, to ensure that adequate noise levels are achieved.

B. Moulton Parkway/Street of the Golden Lantern

The proposed improvements would consist of six lanes through most of Laguna Niguel. Additional right-of-way may be needed to accommodate the construction of the six lanes. Almost the entire length of the street in the City will extend through residential areas. Further information regarding the alignment of the street is presented in the Circulation Element.

The future traffic volumes projected along Moulton Parkway/Golden Lantern indicate that several existing and future residential uses could be impacted by noise levels above 65 CNEL. The improvements to Moulton Parkway and Golden Lantern would result in greater traffic volumes at higher speeds with a related increase in noise levels. Many of the noise impacts associated with the improvements could potentially be mitigated through the construction of noise barriers at the top of slopes (rather than adjacent to the roadways) and the incorporation of architectural sound attenuation measures into existing residences. Laguna Niguel will closely coordinate with the County of Orange on the planning and environmental documentation for the Moulton Parkway/Street of the Golden Lantern improvements to ensure that adequate noise attenuation is provided for residents in the area.

C. San Joaquin Hills Transportation Corridor

The San Joaquin Hills Transportation Corridor (Corridor) is a future 19 mile multi-modal transportation corridor that will extend from the City of Newport Beach to the City of San Juan Capistrano connecting Interstate 5 to the existing State Route 73 freeway. Approximately 5.5 miles of the Corridor is located within or adjacent to Laguna Niguel. The Corridor will primarily extend through areas within the City that contain non-sensitive land uses. However, a few residential areas will be close to the Corridor.

The Corridor consists of three to five general purpose travel lanes in each direction (depending on the reach of the Corridor). One auxiliary lane in each direction for traffic merging on and off. The corridor alignment will include steep grades where required. A 64-foot median is provided to accommodate one high occupancy vehicle lane in each direction. There are three interchanges proposed just north of the City's boundary. The first interchange is planned on Moulton Parkway near Pacific Park Drive, the second interchange is on La Paz Road north of Pacific Park Drive, and the final interchange is located at Greenfield Drive near Crown Valley Parkway. A more detailed description and cross-section view of the corridor is provided in the Laguna Niguel Circulation Element.

The San Joaquin Hills Transportation Corridor EIR/EIS recorded post-2010 noise levels at eight different locations in Laguna Niguel. Existing noise measurements were taken at locations adjacent to or within the immediate vicinity of the corridor. The analysis indicates that of the eight locations measured, seven would be impacted from noise in excess of 67 dBA Leq. The Federal Department of Transportation and the California Department of Transportation (CALTRANS) both use 67 Leq as the maximum allowable noise level for residential uses. This standard closely corresponds to the County of

Orange's residential standard of 65 dB CNEL. The EIR/EIS requires that a series of barriers ranging from 8 to 16 feet be provided to mitigate noise impacts to acceptable levels.

Figure N-7 identifies the locations within and adjacent to the City, where noise measurements were recorded and where noise barriers are proposed. Table N-8 indicates the projected noise levels before mitigation, the recommended noise barrier heights and the projected noise levels after mitigation. The precise location and description of each mitigation measure is provided in the San Joaquin Hills Transportation Corridor Environmental Impact Report.

Table N-8 indicates that all of the residential sites, except for Site 5, can be mitigated to 67 dBA Leq. Site 5 is situated within in a predominantly single family residential area. Eight houses in the area would be impacted with noise in excess of 67 dBA Leq. An eighteen foot barrier would be needed to break the line of sight of the corridor. The height of this barrier is not feasible, and it would still not provide sufficient mitigation. The EIR/EIS requires that a barrier be provided at the property line.

The height of the barrier is to be determined during the preliminary design of the corridor, subject to approval of the property owners.

No mitigation is proposed at Site 2. This site is flood control property and designated open space. No noise sensitive land uses would be impacted.

Table N-8
Projected SJHTC Noise Levels
and Recommended Mitigation

Site	Land Use	Projected Leq Noise Level Without Mitigation	Recommended Barrier Heights	Projected Leq Noise Level With Mitigation
1	Residential	74 dBA	6'	66 dBA
2	Open Space	73 dBA	No mitigation required	73 dBA
3	Residential	68 dBA	10'	63 dBA
4	Residential	65 dBA	16'	60 dBA
5	Residential	69 dBA	Unknown	*
6	Open Space	71 dBA	10'	65 dBA
7	Residential	72 dBA	8'	66 dBA
8	Residential	73 dBA	8'	59 dBA
* Subject of Future Study.				

Noise Measurement Locations and Recommended Mitigation



- ① Noise Measurement Locations
- Noise Barrier Wall

SOURCE: San Joaquin Hills Transportation Corridor EIR/EIS

D. Airport and Aircraft

The 1981 AICUZ Noise Contours are shown on Figure N-4. At this time there are no projected noise contours to reflect the future operations of USMC El Toro. The 1981 AICUZ noise contours are expected to be revised during the next AICUZ update in 1993. Future flight operations at USMC El Toro will involve greater use of the F-18 Fighter Jet. However, it is anticipated that noise contours through Laguna Niguel will not significantly change.

E. Railroad and Trains

The projected level of railroad activity in the City is expected to increase. The most significant increase will most likely be the number of AMTRAK trips along the existing AT&SF line. Local transportation and air quality agencies are promoting train travel for commuters who are currently traveling along I-5. This, combined with the natural population growth in southern Orange County, should increase the demand for AMTRAK trips.

The level of freight activity in the City is not expected to increase significantly in the future according to representatives from AT&SF. However, rail traffic will respond to market demand and may increase or decrease depending on future industrial development along the line. At this time railroad officials are unable to project the frequency of future rail activity.

Given the distance between the railroad line and noise-sensitive land uses, the increased train activity could potentially effect existing and future land uses in the area. A site-specific noise analysis should be required for any future noise-sensitive uses proposed in the immediate area of the railroad line.

VIII. GOALS, POLICIES AND ACTIONS

Goal 1 Establishment of exterior and interior noise environments for land uses that will protect citizens from excessive noise.

Intent It is the intent of this section to provide noise standards for land uses in Laguna Niguel. These standards ensure the compatibility of land uses with their existing and future noise environments.

Policy 1.1 Discourage noise sensitive land uses in noisy exterior environments unless measures can be implemented to reduce exterior and interior noise to acceptable levels. Alternatively, encourage less sensitive uses in areas adjacent to major noise generators but require appropriate interior working environments.

Action

1.1.1 Incorporate measures into all development projects to attenuate exterior/interior noise levels to acceptable levels. The City's noise standards for land use compatibility are provided in Table N-9. These standards shall be adhered to and implemented during the review of all proposed development projects.

Table N-9 Land Use with Noise Standards		
Land Use	Interior Standard	Exterior Standard
Residential Detached Residential Attached	45	65
Neighborhood Commercial Community Commercial	..	70
Professional Office	50	70
Community Commercial/ Professional Office	..	70
Industrial/Business Park	55 ¹	75
Professional Office/Industrial/Business Park Industrial/Business Park/Professional Office/Community Commercial	..	75
Public/Institutional Public Institutional/Professional Office	50	70
Schools	50 ²	65 ²
Parks and Recreation	..	70
Notes: 1. Where quiet is a basis for use. 2. In interior or exterior Classroom Areas during school operating hours.		

Goal 2 Land use planning that provides for the separation of significant noise generators from sensitive receptor areas.

Intent The separation of noise generators from sensitive receptors will result in an exterior environment that requires minimal mitigation to meet acceptable noise levels. Proper planning will ensure that sensitive receptors are not impacted by noise hazards by locating these land uses distant from each other. Noise hazard areas will be considered to include locations within the 65 CNEL contour of master planned roadways, railroad corridors, aircraft flight paths, and industrial facilities.

Policy 2.1 Locate noise tolerant land uses in areas currently impacted by noise, such as adjacent to master planned roadways or within the contours of the United States Marine Corps Air Station at El Toro.

Policy 2.2 Ensure that current noise hazard areas in the City are identified, quantified, and mapped in a form that is available to decision makers.

Action

2.2.1 Require a revision to the noise contour map with every General Plan Update.

Policy 2.3 Utilize the information from the noise contour map in the General Plan in the development review process to ensure that noise sensitive land uses are not located near major stationary noise sources.

Policy 2.4 Minimize noise conflicts between land uses and the circulation network.

Action

2.4.1 Consider noise mitigation measures in the design of all future streets and highways and when improvements occur along existing highway segments. Measures will emphasize the establishment of buffers between roadways and adjoining noise sensitive areas.

Goal 3 Promote the control of noise between land uses.

Intent Exterior and interior noise standards determine the design and location of land uses. There is also the opportunity to control noise between land uses through the implementation of the City's Noise Ordinance. The Noise Ordinance discusses general community noise levels that "unreasonably disrupt the peace and quiet" of the community. Standards are provided in the Ordinance that

establish maximum noise levels during specific time periods when the uses are most sensitive to noise.

Policy 3.1 Limit the maximum permitted noise levels which cross property lines and impact adjacent land uses.

Action

3.1.1 Implement the City's Noise Ordinance to regulate noise for various land use categories and for sensitive time periods.

Goal 4 The control of noise from significant noise generators in the community.

Intent Noise can be controlled in three areas: 1) at the source with muffling techniques; 2) at the receptor through the use of architectural treatments, walls and landscaping; or 3) along the noise path with the insertion of sound barriers. The most effective means of reducing noise is by controlling it at its source. The intent of this goal is to reduce noise in the community through source-related controls.

Policy 4.1 Regulate noise from construction activities.

Action

4.1.1 Enforce the Noise Ordinance for all non-emergency construction operations.

Goal 5 The consideration of noise issues in the planning process.

Intent Noise issues should always be considered during the planning process so that needed measures are incorporated in design and location of land uses. In addition, the economic impact of noise attenuation measures can then be incurred by the property developer and not future owners who may not anticipate noise impacts.

Policy 5.1 Evaluate potential noise conflicts for individual sites and projects.

Actions

5.1.1 During review of development applications, consider noise impact of the proposed land use on the existing and future noise environment of existing or planned contiguous uses.

- 5.1.2 Require proposed noise producing projects to have an acoustical engineer prepare a noise analysis with recommendations for special design measures if the project is to be located close to existing or planned noise sensitive land uses.
- 5.1.3 Require proposed noise sensitive projects within noise impacted areas to have acoustical studies prepared by a qualified acoustical engineer and to provide special design measures to protect noise sensitive uses from ultimate projected noise levels.
- 5.1.4 For projects close to master planned roadways, utilize the ultimate roadway capacity at Level-of-Service D and the posted speed limit to estimate maximum future noise impacts.
- 5.1.5 Discourage projects that are incapable of successfully mitigating excessive noise.

Policy 5.2 Require mitigation of all significant noise impacts as a condition of project approval.

Actions

- 5.2.1 Consider site design techniques as the primary means to minimize noise impacts.
 - Utilize building setbacks to increase the distance between the noise source and receiver.
 - Promote the placement of noise tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.
 - Orient buildings to shield outdoor spaces from a noise source. Quiet outdoor spaces can be provided by creating a U-shaped development which faces away from the roadway or by clustering land uses.
- 5.2.2 Require developers to consider alternative architectural layouts as a means of meeting noise reduction requirements.
 - Place bedrooms on the side of the house facing away from major roadways. The use of noise tolerant rooms such as garages, bathrooms and kitchens to shield noise-sensitive areas will be encouraged.
 - When bedrooms cannot be located on the side of a house away from a major roadway, require extra insulation and double-pane windows.
 - Avoid balconies facing major travel routes. Development proposals including balconies in the design will need to be evaluated for potential noise impacts during the environmental review process.

- 5.2.3 Where architectural design treatments fail to adequately reduce adverse noise levels or will significantly increase the costs of land developments require the use of noise barriers and landscaped berms in combination.
-

Goal 6 **Minimize noise impacts from transportation noise sources**

- Intent*** Within the City of Laguna Niguel are a number of transportation related noise sources including freeways, aircraft overflight major arterial and collector roadways and the railroad. These sources are the major contributors of noise in Laguna Niguel.
- Policy 6.1** Develop a program to construct barriers to mitigate sound emissions where necessary or where feasible to ensure the peace and quiet of the community.
- Policy 6.2** Work with TCA and the County of Orange to include noise mitigation measures in the design of new roadway projects, including the Moulton Parkway/Golden Lantern improvements and the San Joaquin Hills Transportation Corridor to meet the City's noise standards.
- Policy 6.3** Ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City Divisions.
- Policy 6.4** To help minimize noise impacts from MCAS EL Toro, actively participate in the AICUZ studies that are conducted by the Department of Defense.
- Policy 6.5** Monitor and comment on activities that involve the potential commercialization of MCAS El Toro.

APPENDIX A

GLOSSARY OF TERMS

A-weighted Sound Level, dB(A): The sound pressure level in decibels as measured on a sound level meter using the A-weighted filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear. A numerical method of rating human judgement of loudness.

Ambient Noise Level: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Amplitude: A measure of the difference between atmospheric pressure (with no sound present) and the total pressure (with sound present). Although there are other measures of sound amplitude, sound pressure is the fundamental measure. The unit of sound pressure is the decibel (dB).

Community Noise Equivalent Level (CNEL): The average equivalent A-weighted sound level during a 24-hour day, obtained by adding five (5) decibels to the hourly noise levels measured during the evening (from 7:00 p.m. to 10:00 p.m.) and by adding ten (10) decibels to the hourly noise levels measured during the night (between 10:00 p.m. and 7:00 a.m.). In this way, CNEL takes into account the lower tolerance of people for noise during evening and nighttime periods.

Day-Night Average Level (Ldn): The measure of noise exposure used by the EPA, HUD, FAA and the Department of Defense. It is the same as CNEL except that the weighting considered (in CNEL) between the hours from 7:00 p.m. to 10:00 p.m. is eliminated. Throughout this noise element, Ldn and CNEL are assumed to be the same measure. This is consistent with the recommended practice of the State of California Office of Noise Control.

Decibel (dB): A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals. Because they are logarithmic, decibels are not additive. If two similar noise sources produce the same amount of noise (say 100 dB each), the total noise level will be 103 dB, not 200 dB. An increase in noise level of 10 dB is generally perceived as being twice as loud.

dB(A): A-weighted sound level to reflect the sensitivity of the human ear to noise frequencies (see definition above).

Equivalent Sound Level (Leq): The sound level corresponding to a steady noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level. The energy average noise level during the sample period.

Exterior Living Space: Open area designed for outdoor living and/or recreation.

Frequency: The number of times per second that a sound pressure oscillates about the prevailing atmosphere pressure. The unit of frequency is the hertz. The abbreviation is Hz.

APPENDIX A GLOSSARY OF TERMS (CONT.)

Intrusive Noise: That noise which intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence, and tonal or informational content as well as the prevailing ambient noise level.

L10: The A-weighted sound level exceeded 10 percent of the sample time. Similarly L50, L90, L99, etc.

Noise: Any unwanted sound or sound which is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. The State Noise Control Act defines noise as "...excessive undesirable sound..."

Noise Attenuation: The ability of a material, substance, or medium to reduce the noise level from one place to another or between one room or another. Noise attenuation is specified in decibels.

Noise Barrier: A structure designed to mitigate the impact generated by a noise source (e.g., an arterial or rail line) at an adjacent noise sensitive location. Barriers should be continuous structures (without gaps) and should be constructed of a material that is impervious to noise (e.g., concrete block, stucco-on-wood, wood-on-wood, 1/4" tempered plate glass, earthen berm, or any combination of these materials).

Noise Exposure Contours: Lines drawn around a noise source indicating constant or equal level of noise exposure. CNEL and LDN are typical metrics used.

Noise Impact Area: A specific area exposed to significant levels of noise.

Noise Reduction: The ability of a material to reduce the noise level from one place to another or between one room and another. Noise reduction is specified in decibels.

Noise Referral Zones: Such zones are defined as the area within the contour defining a CNEL level of 60 decibels. It is the level at which either State or Federal laws and standards related to land use become important and, in some cases, preempted local laws and regulations. Any proposed noise sensitive development which may be impacted by a total noise environment of 60 dB CNEL or more should be evaluated on a project specific basis.

Noise Sensitive Land Use: Noise-sensitive land uses include, but are not limited to: residences, schools, libraries, hospitals, churches, hotels, motels, and outdoor recreational areas. These typify land uses where suitability is restricted by intrusive noises. Hence, they are termed "noise-sensitive." Noise-sensitivity factors include interference with speech communication, subjective judgement of noise acceptability and relative noisiness, need for freedom from noise intrusion, and sleep interference criteria.

Sound: A reaction in the ear caused by radiant energy being transmitted from a source by longitudinal pressure wave in air or some other elastic medium.

APPENDIX A

GLOSSARY OF TERMS (CONT.)

Sound Level (Noise Level): The weighted sound pressure level obtained by use of a sound level meter having a standard frequency-filter for attenuating part of the sound spectrum.

Sound Level Meter: An instrument, including a microphone, an amplifier, an output meter, and frequency weighting networks for the measurement and determination of noise and sound levels.

Chapter Seven
SEISMIC/PUBLIC SAFETY

General Plan for the City of Laguna Niguel
Chapter 7 - Seismic/Public Safety

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
II. CONSISTENCY WITH STATE LAW	2
III. RELATED PLANS AND PROGRAMS	3
A. California Division of Mines and Geology	3
B. Orange County Hazardous Waste Management Plan	3
C. City Household Hazardous Waste Element	3
IV. ENVIRONMENTAL SETTING	5
A. Geologic/Seismic	5
B. Flooding	9
C. Hazardous Materials and Waste	9
1. Sites Containing Hazardous Waste	9
2. Hazardous Waste Generators	12
3. Transportation Routes	12
D. Wildland Fire	14
E. Urban Fire	14
F. Nuclear Hazards from San Onofre Nuclear Generating Station	15
V. THE PUBLIC SAFETY PLAN	17
A. Fire and Law Enforcement	17
B. Nuclear Emergency Response Agencies	17
C. Seismic and Geologic Management	17
D. Emergency Preparedness Plan	18
VI. GOALS, POLICIES AND ACTIONS	19

General Plan for the City of Laguna Niguel
Chapter 7 - Seismic/Public Safety

Table of Contents - Continued

List of Figures

<u>Figure</u>	<u>Page</u>
SA-1 Regional Faults Map	6
SA-2 Potential Landslide Areas Map	10
SA-3 Flood Plain Map	11
SA-4 Regional Hazardous Materials Transportation Routes	13
SA-5 EPZ and PEZ for San Onofre Nuclear Generating Station	16

List of Tables

<u>Table</u>	<u>Page</u>
SA-1 The Modified Mercalli Intensity Scale	7

Chapter Seven

SEISMIC/PUBLIC SAFETY

I. INTRODUCTION

Protecting the community from natural and man-made hazards is the primary purpose of the Safety Element. The Safety Element identifies hazards which have the potential to impact the human population, property and the natural environment in the City of Laguna Niguel. Geologic events, and seismic activity in particular, flooding and wildland fire are natural hazards to the City. Exposure to hazardous materials, threat of urban fire and crime are pertinent man-made hazards.

The Safety Element establishes goals, policies and implementation programs to guide and direct local government decision-making in safety-related matters. Through investigation of hazardous risks, and careful land use planning, the potential for disaster can be reduced. In addition, this Element includes policies and actions designed to foster coordination among the various local, state and federal agencies charged with public safety responsibilities.

II. CONSISTENCY WITH STATE LAW

Government Code Section 65302(g) requires the Safety Element to include seismically induced surface rupture, ground shaking, ground failure, tsunamis (tidal waves), seiches, dam failure, mudflow and landslides, subsidence and other known geologic hazards, flooding, and wildland and urban fires. A Safety Element must also include mapping of known seismic and other geologic hazards and must address evacuation routes, peak load water supply requirements, and minimum road widths and clearances around structures.

III. RELATED PLANS AND PROGRAMS

A. California Division of Mines and Geology

The California Division of Mines and Geology identifies and evaluates specific geologic and seismologic hazards with respect to their impact on land use planning and makes this information available to the public.

B. Orange County Hazardous Waste Management Plan

Developed pursuant to the Tanner Act (1986), AB 2948, the Orange County Hazardous Waste Management Plan (HWMP) identifies current and projected future hazardous waste generation and management needs in Orange County. The plan provides a framework for the development of facilities to manage hazardous wastes, i.e., facility siting criteria, and also sets in motion policy directives toward developing county-wide programs in areas such as waste reduction, and household and small quantity business hazardous waste collection.

The County's HWMP addresses only those hazardous waste issues with which local governments have responsibilities, namely land use decisions. The County and its Cities are required to take implementing actions to incorporate facility siting policies and criteria into local planning and permitting processes. The City is required to take one of three actions:

- Adopt a City hazardous waste management plan
- Incorporate by reference all applicable portions of the County Plan into its General Plan.
- Enact an ordinance requiring all applicable land use permitting and decisions to be consistent with the siting criteria set forth in the County's HWMP.

The Orange County Fire Department Hazardous Materials Program Office (HMPO) recently developed a Household Collection/Disposal Project. The goals of this program are to: educate County residents about household hazardous materials; reduce the amount of hazardous materials used by residents; and offer a safe and proper method to dispose of household hazardous materials. There are currently three collection sites in the County. The collection center located at the Prima Deshecha Landfill in San Juan Capistrano is closest to the City of Laguna Niguel. This site serves south Orange County, including the residents of Laguna Niguel.

C. City Household Hazardous Waste Element

The Household Hazardous Waste Element (HHWE) was prepared for the City pursuant to AB 2707, and Tanner hazardous waste management planning legislation (AB 2948). The Element recommends HHW management objectives for Laguna Niguel. The Element, however, recognizes that the County of Orange will take the

lead in implementing these recommendations. The City will provide technical and educational support to the County in implementing HHW management programs. As stated in the HHWE, the Prima Deshecha Landfill accepts household hazardous waste.

IV. ENVIRONMENTAL SETTING

A. Geologic/Seismic

The City of Laguna Niguel is located in a highly active seismic region. Figure SA-1 shows active faults proximate to the City. Although there are no active or potentially active faults in the City, there are two active faults located within Orange County. The Newport-Inglewood Fault angles from offshore near Dana Point, and passes through the northwestern portion of the County. The Whittier Fault roughly parallels the Newport-Inglewood Fault across the northeasterly edge of the County. The Newport-Inglewood Fault is located southwest of the City and is believed capable of producing a maximum credible earthquake of 7.5 magnitude. The maximum credible earthquake estimated for the Whittier fault is 7.0 magnitude. Refer to Table SA-1 for a description of earthquake intensities.

Regional Faults



The City of
LAGUNA NIGUEL
 General Plan

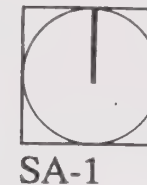


Table SA-1
The Modified Mercalli Intensity Scale¹
 (As modified by Charles F. Richter in 1956 and rearranged)

<i>If most of these effects are observed</i>	<i>then the intensity is:</i>	<i>If most of these effects are observed</i>	<i>then the intensity is:</i>
<p>Earthquake shaking not felt. But people may observe marginal effects of large distance earthquakes without identifying these effects as earthquake caused. Among them: trees, structures, liquids, and bodies of water sway slowly, or doors swing slowly.</p> <p><i>Effect on people:</i> Shaking felt by those at rest, especially if they are indoors, and by those on upper floors.</p> <p><i>Effect on people:</i> Felt by most people indoors. Some can estimate duration of shaking. But many may not recognize shaking of building as caused by an earthquake: the shaking is like that caused by the passing of light trucks.</p> <p><i>Other effects:</i> Hanging objects swing. <i>Structural effects:</i> Windows or doors rattle. Wooden walls and frames creak.</p> <p><i>Effect on people:</i> Felt by everyone indoors. Many estimate duration of shaking. But they still may not recognize it as caused by an earthquake. The shaking is like that caused by the passing of heavy trucks, through sometimes, instead, people may feel the sensation of a jolt, as if a heavy ball had struck the walls.</p> <p><i>Other effects:</i> Hanging objects swing. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. <i>Structural effects:</i> Doors close, open or swing. Windows rattle.</p> <p><i>Effect on people:</i> Felt by everyone indoors and by most people outdoors. Many now estimate not only the duration of shaking but also its direction and have no doubt as to its cause. Sleepers awakened.</p> <p><i>Other effects:</i> Hanging objects swing. Shutters or pictures move. Pendulum clocks stop, start or change rate. Standing autos rock. Crockery clashes, dishes rattle or glasses clink. Liquids disturbed, some spilled. Small unstable objects displaced or upset. <i>Structural effects:</i> Weak plaster and Masonry D* crack. Windows break. Doors close, open or swing.</p> <p><i>Effect on people:</i> Felt by everyone. Many are frightened and run outdoors. People walk unsteadily.</p> <p><i>Other effects:</i> Small church or school bells ring. Pictures thrown off walls, knickknacks and books fall off shelves. Dishes or glasses broken. Furniture moved or overturned. Trees, bushes shaken visibly, or heard to rustle.</p> <p><i>Structural effects:</i> Masonry D* damaged; some cracks in Masonry C*. Weak chimneys break at roof line. Plaster, loose bricks, stones, tiles, cornices, unbraced parapets and architectural ornaments fall. Concrete irrigation ditches damaged.</p>	<p>I</p> <p>II</p> <p>III</p> <p>IV</p> <p>V</p> <p>VI</p> <p>VII</p>	<p><i>Effect on people:</i> Difficult to stand. Shaking noticed by auto drivers.</p> <p><i>Other effects:</i> Waves on ponds; water turbid with mud. Small slides and caving in along sand or gravel banks. Large bells ring. Furniture broken. Hanging objects quiver.</p> <p><i>Structural effects:</i> Masonry D* heavily damaged; Masonry C* damaged, partially collapses in some cases; some damage to Masonry B*; none to Masonry A*. Stucco and some masonry walls fall. Chimneys, factory stacks, monuments, towers, elevated tanks twist or fall. Frame houses moved on foundations if not bolted down; loose panel walls thrown out. Decayed piling broken off.</p> <p><i>Effect on people:</i> General fright. People thrown to ground.</p> <p><i>Other effects:</i> Changes in flow or temperature of springs and wells. Cracks in wet ground and on steep slopes. Steering of autos affected. Branches broken from trees.</p> <p><i>Structural effects:</i> Masonry D* destroyed; Masonry C* heavily damaged, sometimes with complete collapse; Masonry B* is seriously damaged. General damage to foundations. Frame structures, if not bolted, shifted off foundations. Frames cracked. Reservoirs seriously damaged. Underground pipes broken.</p> <p><i>Effect on people:</i> General Panic.</p> <p><i>Other effects:</i> Conspicuous cracks in ground. In areas of soft ground, sand is ejected through holes and piles up into a small crater, and, in muddy areas, water fountains are formed.</p> <p><i>Structural effects:</i> Most masonry and frame structures destroyed along with their foundations. Some well-built wooden structures and bridges destroyed. Serious damage to dams, dikes and embankments. Railroads bent slightly.</p> <p><i>Effect on people:</i> General Panic.</p> <p><i>Other effects:</i> Large landslides. Water thrown on banks of canals, rivers, lakes, etc. Sand and mud shifted horizontally on beaches and flat land.</p> <p><i>Structural effects:</i> General destruction of buildings. Underground pipelines completely out of service. Railroads bent greatly.</p> <p><i>Effect on people:</i> General Panic</p> <p><i>Other effects:</i> Same as Intensity X.</p> <p><i>Structural effects:</i> Damage nearly total, the ultimate catastrophe.</p> <p><i>Other effects:</i> Large rock masses displaced. Lines of sight and level distorted. Objects thrown into air.</p>	<p>VIII</p> <p>IX</p> <p>X</p> <p>XI</p> <p>XII</p>

- * Masonry A: Good workmanship and mortar, reinforced, designed to resist lateral forces.
 Masonry B: Good workmanship and mortar, reinforced.
 Masonry C: Good workmanship and mortar, unreinforced.
 Masonry D: Poor workmanship and mortar and weak materials like adobe.

¹ From *Urban Geology: Master Plan for California*, Bulletin 198, California Division of Mines and Geology, Sacramento, California 1973.

Earthquakes on faults located outside Orange County can also cause damage within Laguna Niguel. Depending on their magnitude, earthquakes can cause minor to moderate damage to an area within a fifty-mile radius of their epicenter. Active perimeter faults that have the potential to impact the City are: San Andreas; San Jacinto; Malibu-Coast-Raymond; Palos Verdes; San Gabriel; and Sierra Madre-Santa Susana-Cucamonga faults.

Earthquakes create two types of hazards: primary and secondary. Primary seismic hazards include groundshaking, ground displacement and subsidence. These events can, in turn, produce the following secondary hazards: ground failure, liquefaction, seiche and dam failure.

The risk of damage due to ground rupture during an earthquake is minimal because of the absence of active faults in the City. However, the risk of structural damage (both above and underground), and loss of life as a result of groundshaking are considerable due to the combination of proximate active faults and the developed character of Laguna Niguel. It is recognized that low density residential development and low intensity land uses are less vulnerable to seismic hazards. The City is marked by relatively low intensity residential land use and is, therefore, at less risk than intensely developed 'urban' communities.

Liquefaction is another seismic hazard in the City. The potential for liquefaction is a function of soil type and a shallow groundwater. Soils that are poorly consolidated and combine with groundwater during an earthquake lose their shear strength and take on the properties of a heavy liquid. Liquefaction can result in the loss of foundation support, ground failure due to lateral spreading, and settlement of affected soils.

In addition to the safety hazards posed by seismic activity, other types of geologic processes occur in the City which have the potential to impact the community. These geologic processes, which include landslides and erosion, are primarily located in the hillside areas.

According to the Division of Mines and Geology, slope instability is a concern in the San Juan Capistrano Quadrangle, which encompasses most of the City. Areas underlain by shale and siltstone are more prone to landslides when compared to other bedrock geology, and the Capistrano, Monterey, and Topanga Formations, prevalent throughout hillside areas in the City, are most prone to slow-developing, slump-type failure.

Slope stability is dependent on a number of interrelated factors such as rock type and degree of porousness, and slope characteristics. In addition to geologic processes, climatic conditions, man-induced topographical alterations and earthquakes also trigger failure of unstable slopes. Slope stability hazards in the City relate to the undeveloped hillside areas, as grading activities and soil remediation techniques are used to mitigate

these hazards prior to development. The known landslide hazard areas in the City of Laguna Niguel are shown in Figure SA-2.

B. Flooding

In conjunction with the national flood insurance program, flood-prone areas of Laguna Niguel have been delineated on Flood Insurance Rate Maps. According to the Flood Plain Map shown in Figure SA-3, portions of the City are subject to inundation from a 100 year flood. These areas are confined to the narrow waterways of San Juan Canyon and Salt Creeks in the southern portion of the City, and Sulphur and Oso Creeks in the northern portion of the City. There is no development currently located within the 100 year floodplain.

C. Hazardous Materials and Waste

Modern technology and our high standard of living has led to a dependence on products containing hazardous materials. A material is considered hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties, and has the potential to harm human health and the environment. Hazardous materials are generally substances used to produce high technological products. In contrast, hazardous wastes are chemical remains. These substances are no longer usable and need treatment and/or disposal. Storage, transport and disposal of these materials require careful and sound management practices.

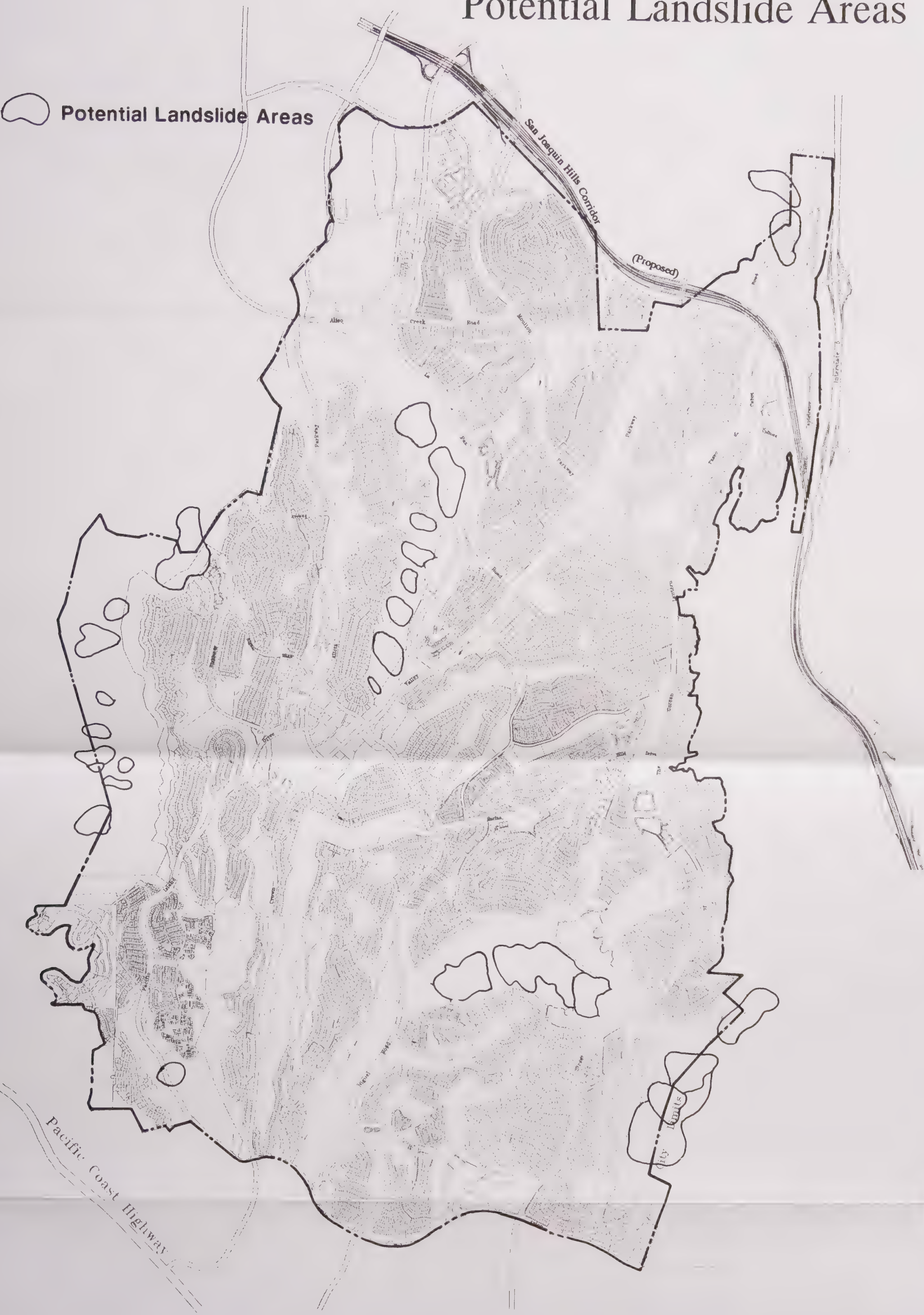
Hazardous materials are utilized by a number of businesses in Laguna Niguel. In addition, a number of common household products contain hazardous materials. Proper management and disposal of hazardous wastes is necessary to avoid adverse human health and environmental impacts.

1. Sites Containing Hazardous Waste

Hazardous wastes can pose a threat to public health, and cause land, water and air pollution if not properly handled or disposed. A number of federal, state and local laws and regulations address proper management of hazardous wastes. Major federal and state laws governing hazardous waste are: the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, and the Superfund Amendments and Reauthorization Act (SARA) of 1986, govern the clean-up of hazardous waste sites; the Resource Conservation and Recovery Act (RCRA) and the California Hazardous Waste Control Law (HWCL) regulate business which generate, transport, treat and dispose of hazardous waste. Community-Right-To-Know laws require disclosure of hazardous wastes and emergency incident responses from various levels of government and private industry.

Potential Landslide Areas

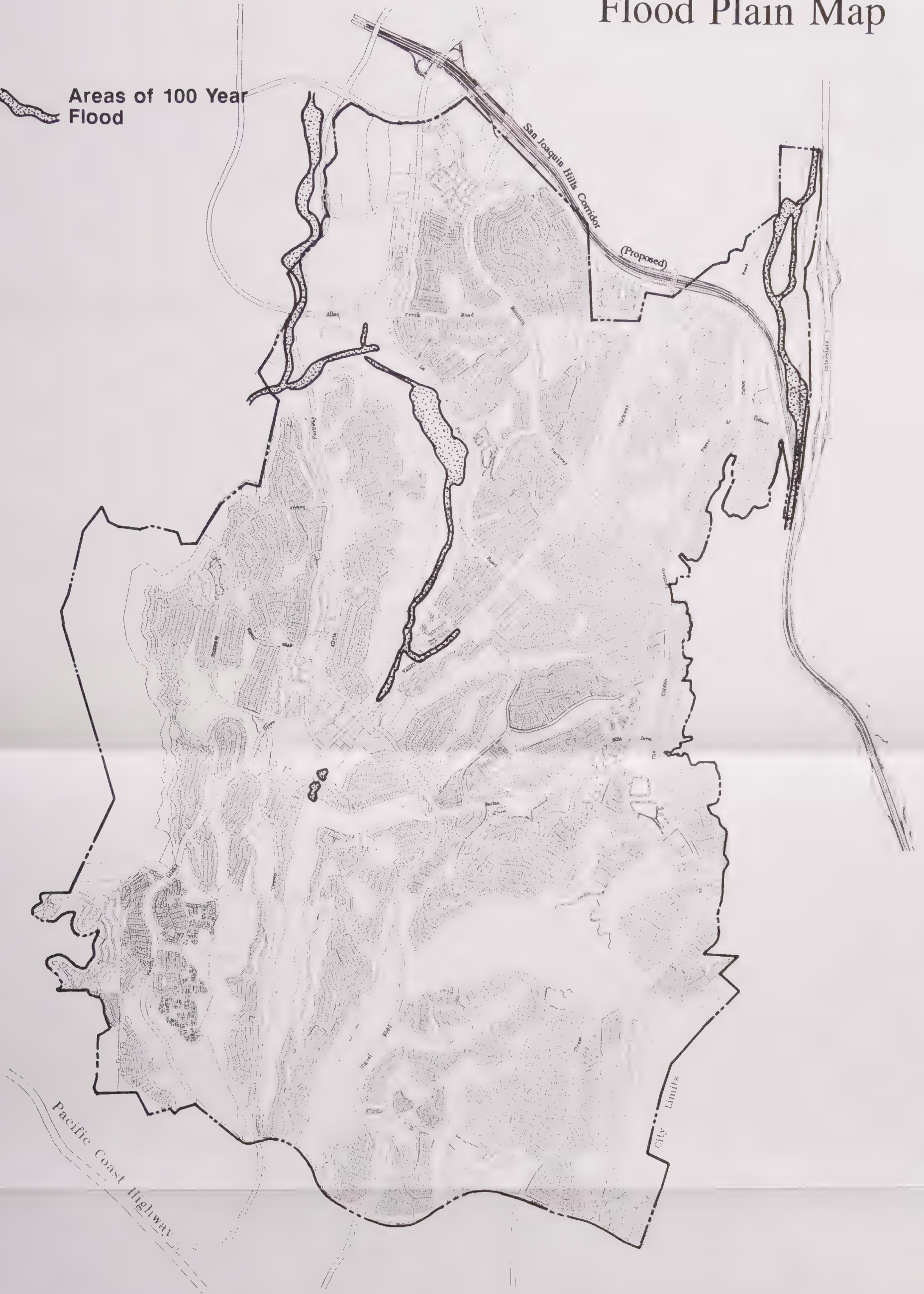
 Potential Landslide Areas



SOURCE: State of California Department
of Conservation

Flood Plain Map

Areas of 100 Year
Flood



SOURCE: Federal Emergency Management
Agency, Flood Insurance Rate Map



Job: LAG GSP
Date: FEBRUARY 11, 1992

SA-3

SCALE IN FEET
0 1000 2000 3000

A search of Federal and California databases indicate that there are ten confirmed hazardous waste sites located in the City. In all cases, the underlying cause was leaking of underground storage tanks (LUSTs). These LUSTs are impacting soil and/or groundwater and are being investigated by the Regional Water Quality Control Board and/or the State Department of Health Services.

2. Hazardous Waste Generators

The database search also indicates that there are 38 registered hazardous waste generators in Laguna Niguel. The list of generators includes, but is not limited to, dry cleaning businesses, auto maintenance shops, photo development shops and telephone companies. These facilities are registered with the U.S. Environmental Protection Agency (EPA), and are not known to have violated any hazardous waste laws.

Future hazardous waste generators could locate within the Industrial/Business Park land use designation.

3. Transportation Routes

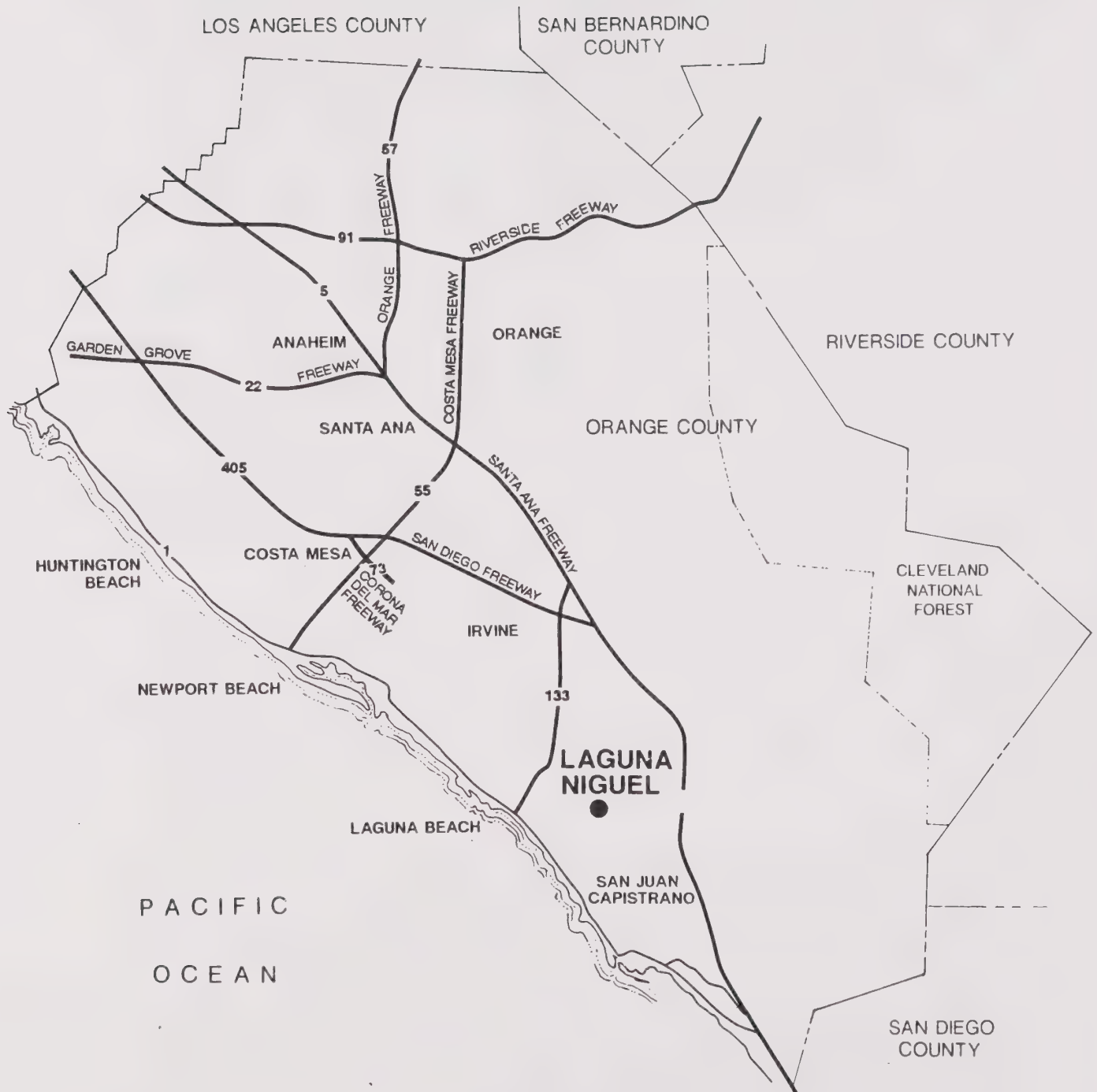
Large amounts of hazardous materials are transported daily on California's highways, railways, and waterways. Most of the hazardous materials transported are virgin chemical materials used in industry and agriculture; only a small amount of the material is hazardous waste. The transportation of hazardous waste in the County results in the potential for risk of upset due to accidents and spillage.

The transport of hazardous waste by freeways as well as rail is regulated by the Department of Transportation. In addition, transporters are required to register with the California Department of Health Services. Although local government has limited authority with respect to hazardous materials/waste, transportation of these materials can be regulated on local streets.

In Orange County, most hazardous waste is transported along major freeways including Interstate 5. Refer to Figure SA-4 for the location of regional hazardous materials transportation routes. Primary and secondary roads are used to access freeway routes from sites which generate hazardous waste.

The I-5 freeway abuts the northeast corner of the City, at the Crown Valley Parkway and Avery Parkway interchanges. To access the freeway, hazardous wastes must be transported on the City's primary and secondary roads. There are currently no designated routes or travel time restrictions for hazardous materials transporters on City streets.

Regional Hazardous Material Transportation Routes



Rail is the second, and preferred, mode of hazardous waste transport. According to studies, rail transportation involves significantly fewer accidents on a ton per mile basis, in comparison to motor vehicle transport. In addition, the rail carriers in Southern California have a comprehensive emergency response program in the event of an accident. Rail, however, is not extensively used in Orange County. The large number of small quantity generators, dispersed throughout the County, renders rail transport less economically viable than motor vehicle transport. Currently, all hazardous waste generated in Laguna Niguel is transported by motor vehicle.

D. Wildland Fire

The topography, vegetation and development patterns in Laguna Niguel make the City highly susceptible to fire hazards. The City is marked by rolling hills and valleys, and residential development is located on/within the many ridgelines and valleys. The hilly terrain constrains accessibility to fires by the Fire Department ground crews. Vegetation in the City, including native plant communities i.e., chaparral and ruderal vegetation, is also highly combustible. The fire hazard is at its peak during the summer months when plant material that has built-up during the spring, dies, thus becoming a source of fuel.

Many of the residential subdivisions in the City provide access roads to the surrounding undeveloped hillsides. The homeowner associations for the subdivisions may also have active fuel modification programs to reduce fire hazards. Thinning combustible vegetation, sprinkler systems, and reintroduction of non-combustive vegetation are primary methods to reduce the threat of wildland fire.

E. Urban Fire

Urban fire is a threat to property and life in Orange County. As the number of structural features increase, so does the incidence of fire. Certain development patterns pose more difficult fire problems. These include multi-story, wood frame, high density apartment development; multi-story research development; large continuous developed areas with combustible roofing materials; and facilities that use and/or store hazardous materials. Features of structural conditions that affect fire control include: type and use of structure, area of building, number of stories, roofcovering, and exposures to the building. The Uniform Building Code regulates these features and requires certain built-in fire protection devices when maximum allowable uses or heights are exceeded, or the building use presents a life or property protection problem.

The City is marked by residential land uses and open space. Achieving a more balanced mix of land uses in the City is a major theme of the General Plan and the intensification of commercial areas in the City promotes this end. In addition, there are 4,615 remaining dwelling units to be developed in the City. Additional residential

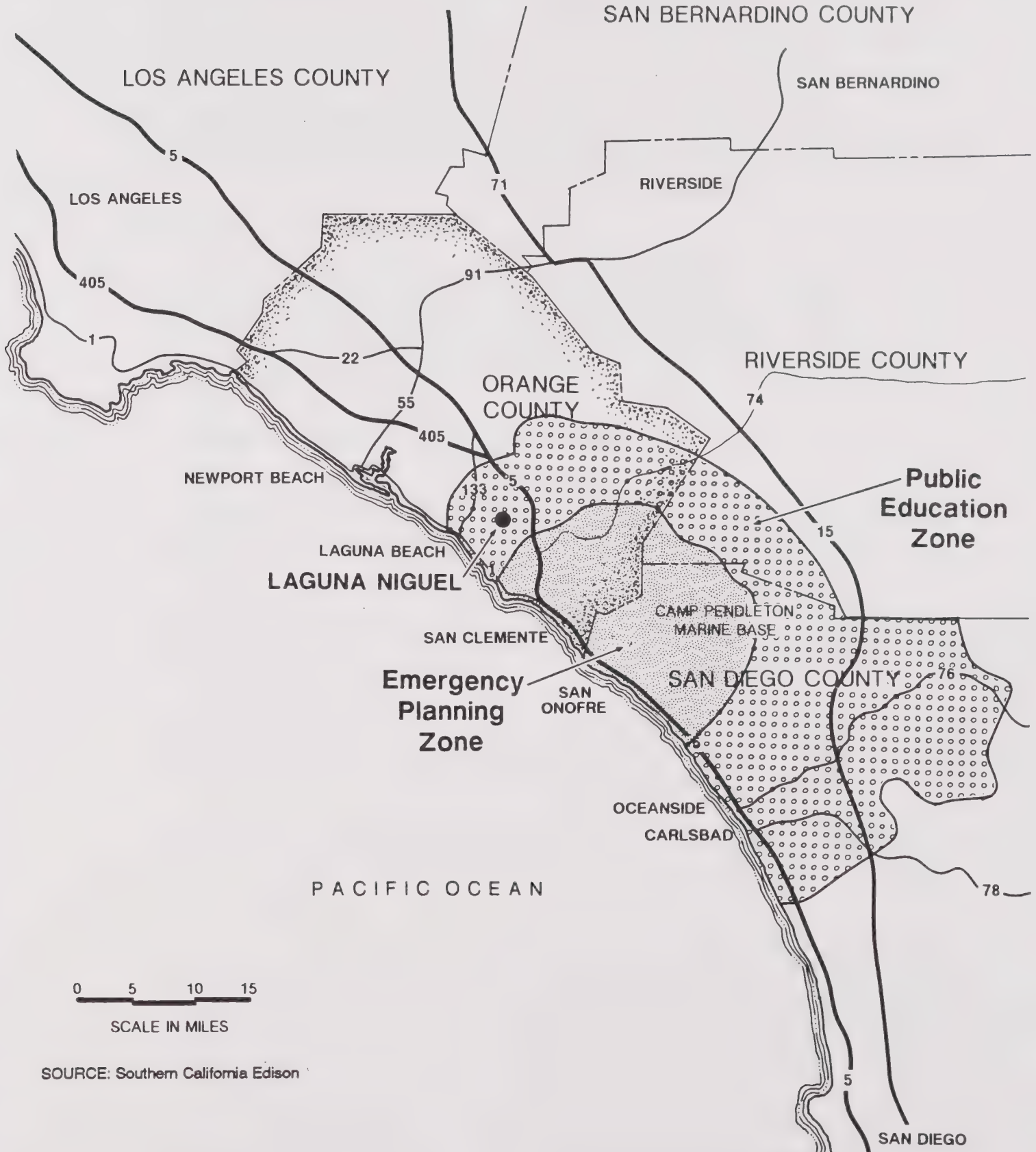
structures and intensification of uses in portions of the City increases the threat of urban fire, as well as the population at risk.

F. Nuclear Hazards from San Onofre Nuclear Generating Station

The San Onofre Nuclear Generating Station (SONGS) is located on Camp Pendleton in San Diego County approximately 10 miles south of Laguna Niguel. Radioactive by-products are contained within the plant, with the exception of small quantities of radioactive gas released into the air and liquids released into the Pacific Ocean. The releases are monitored by SONGS personnel; and according to SONGS, radiation exposure due to material releases is less than the typical exposure from natural background radiation. The two most likely sources of radiation contamination are transportation accidents involving transport of radioactive materials and uncontrolled releases at the plant site.

The U.S. Nuclear Regulatory Commission has identified the area surrounding every nuclear generating stations as an Emergency Planning Zone (EPZ). The State of California has defined the area outside, and adjacent to the EPZ as a Public Education Zone (PEZ). The City is located within the SONGS' PEZ. The Federal Government establishes the area with a 50-mile radius around every nuclear generating station as an Ingestion Pathway Zone (IPZ). At SONGS, the IPZ encompasses all of Orange County. Figure SA-5 locates the EPZ and PEZ surrounding SONGS in relation to Laguna Niguel. Emergency information is contained in the front of the Pacific Bell South County telephone book.

E.P.Z. & P.E.Z. for San Onofre Nuclear Generating Station



V. THE PUBLIC SAFETY PLAN

The Public Safety Plan implements the goals and policies of the Safety Element by establishing the framework for agency coordination in the event of a disaster. The Plan is intended to supplement the City's Emergency Operations Plan.

A. Fire and Law Enforcement

The City contracts with the Orange County's Sheriff's Department for law enforcement services and the Orange County Fire Department (OCFD) for fire protection, emergency medical services, and hazardous conditions abatement. Other agencies having jurisdiction or providing services in the City include the California Highway Patrol and the Orange County Health Department.

B. Nuclear Emergency Response Agencies

In the event of a nuclear incident at the San Onofre Nuclear Generating Station, state and federal agencies would have primary responsibility for emergency response and coordination. The following briefly describes roles and responsibilities of these agencies.

U.S. Nuclear Regulatory Commission (NRC): The NRC approves construction and operating licenses for nuclear generator plants. Permanent on-site inspectors ensure that safety standards and regulations are being met.

U.S. Federal Emergency Management Agency (FEMA): FEMA regulations are directed at off-site protection of public health and safety in the event of a nuclear incident through the coordination of local and primary response agencies.

California Office of Emergency Services (OES): The OES coordinates State resources in the event of an accident at SONGS. In addition, the agency is responsible for recovery activities within a 50-mile zone surrounding SONGS, or the Ingestion Pathway Zone (IPZ).

Department of Health Services (DHS): This State agency has primary responsibility for operations in the Recovery Phase of a nuclear power plant accident and is assisted by the Health Department from affected counties. The City should maintain a high profile in relation to SONGS by monitoring and proactively engaging in educational programs in the PEZ.

C. Seismic and Geologic Management

The Orange County/Southern California Earthquake Preparedness Project (SCEPP) is a State and Federally funded effort to encourage local jurisdictions to prepare for catastrophic earthquakes in the Southern California area. The project works directly

with local governments, private industry and volunteer groups in a cooperative planning effort which addresses a full range of earthquake strategies including mitigation, short-term prediction response and recovery. The City should coordinate with the SCEPP and utilize the planning resources it provides.

D. Emergency Preparedness Plan

The County of Orange is currently revising its emergency preparedness plan. The County Multihazard Functional Plan will outline responsibilities of the various agencies in the event of a natural hazard. Emergency routes in the County are also designated. The plan is being coordinated with cities within the County to ensure consistency with local plans.

The City of Laguna Niguel is currently drafting its first Emergency Operations Plan (EOP). The EOP will provide direction for City response to emergency situations stemming from natural disasters, technological incidents and nuclear defense operations. The plan focuses on agency coordination and response procedures for large-scale disasters. The EOP consists of a Basic Plan; Functional Annexes; and Resource List.

The Basic Plan summarizes operational concepts, identifies major components of the City Emergency Management Organization, and provides a description of Federal, State, County and City agencies/organizations that are charged with responsibility in the event of a disaster. The Functional Annexes outline response and recovery functions, as well as specific guidelines for accomplishing these functions. The final component, Resource List, provides a listing of resources, key personnel and critical facilities.

VI. GOALS, POLICIES AND ACTIONS

Goal 1 A reduction of impacts from natural hazards that may affect the City of Laguna Niguel.

Intent The City is located in a seismically active region. Although no known active or potentially active faults are located within City boundaries, there are two active faults in Orange County. In addition, portions of the City are subject to inundation from a 100 year flood. The intent is to reduce the potential for loss of life, injury, or property damage from flooding, seismic and other geologic hazards.

Policy 1.1 Mitigate potential adverse impacts of geologic and seismic hazards.

Actions

1.1.1 Require site specific geologic and soils studies as part of the approval process for new development. This analysis must identify on-site geologic hazards, determine risk potential and provide mitigation measures for all pertinent geologic hazards.

1.1.2 Monitor known and potential geologic hazards in the City through coordination with the State Division of Mines and Geology.

1.1.3 Maintain existing standards and requirements for grading and construction to eliminate the potential for erosion, slope failure, landslides, and other geologic hazards.

1.1.4 Maintain existing building safety and design standards for protection from geologic and seismic related events.

1.1.5 Participate in earthquake awareness programs.

1.1.6 Strive to correct any existing and future problems related to slope stability such as mud slides and siltation.

Policy 1.2 Protect the community from flood hazards.

Action

1.2.1 Continue to participate in the National Flood Insurance Program.

Policy 1.3 Develop plans and programs to mitigate the effects of natural hazards.

Actions

1.3.1 Adopt and implement an Emergency Preparedness Plan.

1.3.2 Coordinate with the County of Orange, adjacent cities, Federal Emergency Management Agency and Office of Emergency Services to reduce community risk in the event of a disaster.

1.3.3 Provide community awareness information for citizens describing evacuation routes and procedures to be followed in the event of a disaster.

Goal 2 **Protection of the public and sensitive environmental resources from exposure to hazardous materials and waste.**

Intent The management of hazardous material has recently emerged as an important environmental and planning issue. Modern technology and society's high standard of living has led to a dependence on products containing hazardous substances. This dependency necessitates adequate management of materials and waste in the City. The intent is to avoid damage to people, property and environmental resources from these materials.

Policy 2.1 Reduce risks of exposure to hazardous materials and waste through careful land use and hazardous materials management planning.

Actions

2.1.1 Adopt by reference the Orange County Hazardous Waste Management Plan.

2.1.2 Regulate land uses, consistent with the Orange County Hazardous Waste Management Plan and adopted City Ordinances, involved in the use, storage or production of hazardous materials, including maintenance of a safe distance from other uses that may be adversely affected by such activities.

2.1.3 Coordinate with the fire department in maintaining an inventory of facilities involved in the transportation, use or storage of hazardous materials.

Policy 2.2 Reduce risk of exposure by improving the safety of hazardous materials/waste transportation.

Actions

2.2.1 Establish transportation routes in the City for the conveyance of hazardous materials.

2.2.2 Restrict transportation of hazardous materials through residential areas and restrict its transport on arterial highways to off-peak hour traffic times.

2.2.3 Develop a notification system for the transportation of extremely hazardous wastes, and require guarded transport for large quantities of extremely hazardous materials.

Policy 2.3 Encourage sound management practices for the handling and disposal of household hazardous waste.

Actions

2.3.1 Work with the County to implement the City's Household Hazardous Waste Element.

2.3.2 Cooperate with the County of Orange to implement applicable portions of the County's Hazardous Waste Management Plan.

2.3.3 Participate in the County's Household Collection/Disposal Program.

Goal 3 A safe and secure community free from the threat of personal injury and loss of property.

Intent Residents pride themselves on the safe living environment that prevails in the City of Laguna Niguel. The City will continue to provide adequate levels of fire and police service necessary to maintain this environment.

Policy 3.1 Provide fire protection to ensure the public's health and safety.

Actions

3.1.1 Fire hazards shall be identified in the project review process and be prevented or mitigated to an acceptable level.

3.1.2 New developments shall satisfy fire flow requirements, street widths and design requirements as established by the fire and police department.

3.1.3 Enforce fire inspection, building code compliance and weed abatement programs.

Policy 3.2 Reduce the risk of wildland fire through fuel modification programs.

Actions

3.2.1 Continue to require fuel modification of natural vegetation at the urban interface.

- 3.2.2 Continue to require fire-resistant roofing materials for areas subject to wildland fire hazards.
- 3.2.3 Continue to require that fuel modification plans to be approved by the Orange County Fire Department prior to issuance of a use and occupancy permit for any structure adjacent to a fuel modified area.
- 3.2.4 Protect sensitive plant communities and the aesthetics by utilizing graduated fuel modification zones which allow for wet zones and selective thinning of natural vegetation where this practice will not conflict with fire safety requirements.

Policy 3.3 Maintain the integrity of environmentally significant areas that are subject to weed abatement activities.

Action

- 3.3.1 Enforce the provisions of the Weed Abatement and Environmentally Significant Areas Ordinance.

Policy 3.4 Ensure adequate law enforcement services.

Actions

- 3.4.1 Law enforcement hazards shall be identified in the project review process and mitigated to an acceptable level.
- 3.4.2 Continue to work with the community in operating Neighborhood Watch programs that promote mutual assistance and crime prevention activities among residents.
- 3.4.3 Require new development to incorporate defensible space into site plan and building design.

Chapter Eight
HOUSING

General Plan for the City of Laguna Niguel
Chapter 8 - Housing

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Purpose	1
B. Citizen Participation	1
C. Housing Element Organization	2
D. General Plan Consistency	3
II. COMMUNITY ANALYSIS	4
A. Population Trends	4
B. Housing Unit and Population Projections	5
C. Employment Trends	5
D. Household Characteristics	6
1. Average Size	6
2. Income	6
3. Housing Affordability	8
4. Overcrowding	11
E. Special Needs Groups	11
1. Elderly	11
2. Handicapped	12
3. Female Heads of Household	13
4. Large Households	13
5. Homeless	14
6. Farmworkers	16
F. Housing Characteristics	16
1. Housing Stock	16
2. Tenure	17
3. Vacancy Rate	18
4. Housing Costs	19
5. Rental Prices	20
6. Housing Condition	22
7. Density	22
G. Inventory of Affordable Units and Housing Programs	23
1. County of Orange Housing Programs	23
2. Coastal Zone	31
3. Mortgage Revenue Bond Financing	31
4. HUD Section 8 Housing Program	33
5. Affordable Housing Incentive Ordinance	33
6. Senior Citizen Incentive Use Permit Ordinance	34
7. Section 202 Elderly or Handicapped Housing	34
8. Granny Flats	34

Chapter 8 - Housing

Table of Contents

<u>Section</u>	<u>Page</u>
9. Community Development Block Grant Funds	34
10. Housing Trust Fund	35
11. Homesharing	36
12. Reverse Mortgage Program	36
13. Equity Sharing	36
14. Condominium Conversion	37
15. HOME Program	37
H. Inventory of Land Suitable for Residential Development	37
1. Vacant Land	37
I. Opportunities for Energy Conservation	38
J. Housing Needs	39
1. Future Housing Need	39
2. Units Eligible for Conversion	40
K. Governmental Constraints	43
1. Land Use Controls	43
2. Subdivision Ordinance	47
3. Building Codes	47
4. Processing Procedures	48
5. Fees	50
L. Non-Governmental Constraints	52
1. Land Prices	52
2. Vacancy Rate	52
3. Construction Costs	52
4. Financing Costs	53
5. Developers' Perception of Marketability	53
6. Fiscal Solvency	54
III. HOUSING GOALS, POLICIES AND QUANTIFIED OBJECTIVES	55
A. Housing Goals and Policies	55
B. Quantified Objectives	56
C. Performance Relative To Regional Housing Needs Assessment	62
IV. HOUSING PROGRAMS	64
A. Program 1: Provision of Adequate Sites	64
B. Program 2: Sites for the Homeless and Emergency Shelters	64
C. Program 3: Affordable Housing Development	65
D. Program 4: Removal of Governmental Constraints	66
E. Program 5: Conserve and Improve Existing Housing	67
F. Program 6: Promote Housing Opportunity	68
G. Program 7: Housing Element Monitoring and Reporting	68
APPENDIX SITE BY SITE ANALYSIS OF LAND SUITABLE FOR FUTURE RESIDENTIAL DEVELOPMENT	

Chapter 8 - Housing

List of Tables

<u>Table</u>	<u>Page</u>
H-1 Orange County Population and Housing, 1980 and 1990	4
H-2 Summary of Demographic Characteristics	5
H-3 1990 Estimate of Household Income	7
H-4 Number of Households by Income Group	8
H-5 Estimated Number of Households Paying Over 30% of Income on Housing . . .	9
H-6 Income Group Housing Expenditure	10
H-7 Overcrowded Housing	11
H-8 Persons Reporting a Public Transportation Disability	13
H-9 Large Households	14
H-10 Number of Bedrooms in Occupied Dwelling Units	14
H-11 Facilities Serving the Homeless in Orange County	16
H-12 Composition of Housing Stock 1992	17
H-13 Housing Stock Distribution 1992	17
H-14 Housing Units by Tenure	18
H-15 Housing Unit Vacancy Status	18
H-16 Summary of Housing Costs	19
H-17 Average Sales Price	20
H-18 Housing Price Ranges: New Units	20
H-19 Rental Prices	20
H-20 Market Rate Affordability of Rental Units	22
H-21 Apartment Project Densities	23
H-22 Housing Affordability Criteria	25
H-23 Affordable Housing Requirements by Planned Community	26
H-24 Projects Satisfying Affordable Housing Requirements	27
H-25 Affordable Units Sold Under Voluntary Housing Program	30
H-26 Multifamily Mortgage Revenue Bonds	32
H-27 Fair Market Rents for Existing Housing: Anaheim-Santa Ana MSA	33
H-28 Future Residential Development Potential by Profile Area	38
H-29 Projected Regional Demand In Laguna Niguel 1992 - 1997	39
H-30 Total New Units Distributed By Income	40
H-31 Assisted and Inclusionary Units Eligible for Conversion	41
H-32 City of Laguna Niguel Residential Development Standards	46
H-33 Development Processing Time Limits	48
H-34 Development Fee Schedule	51
H-35 Monthly Mortgage Payments at Varying Interest Rates	53
H-36 Quantified Objectives 1992-1997	57
H-37 New Housing Units By Income Category	59
H-38 Conservation of Housing By Income Category	61
H-39 Projected Regional Need in Laguna Niguel	62
H-40 Regional Need Distributed by Income	62
H-41 City's Quantified Objectives	62
H-42 Housing Plan Summary	69

Chapter Eight **HOUSING**

I. INTRODUCTION

A. Purpose

The Housing Element is a comprehensive statement by the City of Laguna Niguel of its commitment to facilitate the provision of housing that meets the needs of existing and future residents. These commitments are an expression of the statewide housing goal of "attaining decent housing and a suitable living environment for every California family" as well as a reflection of the unique concerns of the community.

The City's existing and future land uses were largely determined by the County of Orange prior to the City's incorporation in December, 1989. The majority of the City's future development has already been entitled by development agreements, vesting tentative tract maps, or final tract maps. Because of these previous entitlements, the City has little control over future land uses in the City. The City's existing land uses consist primarily of residential and open space uses. The General Plan focuses on providing additional opportunities for uses that would expand the community's economic base and promote a more balanced mix of land uses. The Housing Element reflects this pursuit by concentrating on preserving the affordability of the existing housing stock, as opposed to new residential construction.

The purpose of the Laguna Niguel Housing Element is to establish specific goals, policies and objectives relative to the provision of housing, and adopt an action plan toward this end. In addition, the element identifies and analyzes housing needs, and resources and constraints to meeting these needs.

B. Citizen Participation

The Housing Element was prepared in conjunction with the 1992 General Plan. As part of the planning process, an extensive citizen participation program was conducted. The participation program consisted of a number of community workshops which focused on the identification of community goals, issues and concerns. A Housing Subcommittee was formed as part of the Growth Management Task Force to address the relationship between growth management and housing issues. Community input from these programs was utilized in the development of the Housing Element.

A number of organizations and agencies that provide housing, or housing related services, were contacted in preparing the element; responses from these groups helped guide the housing needs assessment portion of the Housing Element, as well as the Housing Plan. The following groups and organizations were contacted: Orange County Housing Authority, County of Orange Administrative Office, South County

Senior Services, Fair Housing Council, County of Orange Department of Housing and Redevelopment, County of Orange Environmental Management Agency, Rehabilitation Institute of Southern California, and the Homeless Issues Task Force.

In addition to the citizen participation program, the community and interested parties had the opportunity to review and provide comments on the Draft and Final General Plan during the public hearing process. The Draft and Final Housing Element were also circulated to the California Department of Housing and Community Development for review and comment.

C. Housing Element Organization

Government Code Section 65583 requires the Housing Element to include the following components:

- A review of the previous element's goals, policies, programs and objectives to ascertain the effectiveness of each of these components, as well as of the overall effectiveness of the Housing Element.¹
- An assessment of housing needs and an inventory of resources and constraints relevant to meeting these needs.
- An analysis and program for preserving assisted housing developments.
- A statement of community goals, quantified objectives, and policies relative to the maintenance, preservation, improvement and development of housing.
- A program which sets forth a five-year schedule of actions that the City is undertaking, or intends to undertake, in implementing the policies set forth in the Housing Element.

The Housing Element is divided into four sections. The first section provides an overview of the scope and purpose of the Housing Element. Section Two, Community Analysis, is an assessment of the housing needs of the City. This section identifies affordable units developed under local, state, and federal programs and analyzes the resources and constraints to the production of new affordable housing units. The community assessment and inventory of affordable units provides a starting point for the formulation of the goals, policies and actions that are found in Section Three. Section Four describes the housing programs that will be implemented in order to achieve the stated goals and policies.

¹ Technically this component is not applicable to the City as this is its first Housing Element. However, the State Department of Housing and Community Development (HCD) has suggested that a review of housing programs administered in Laguna Niguel by the County of Orange, prior to its incorporation, be included in the Housing Element.

D. General Plan Consistency

California Government Code requires that General Plans contain an integrated, internally consistent set of policies. In order to ensure internal consistency is maintained, a review of all elements of the Plan will be conducted. The consistency review will take place once the policies of the General Plan are reviewed during the hearing process. With regard to assumptions, the General Plan utilizes uniform existing and projected population, employment and dwelling unit figures. This data has been generated from both City land use data and Census data.

II. COMMUNITY ANALYSIS

A. Population Trends

According to the 1990 Census, Orange County's population reached 2,410,556 as of January 1, 1990. The rate of population growth during the 1980's was 24.7 percent, which is slightly less than the growth rate for the State of California at 25.7 percent.

Between 1980 and 1990, Orange County's housing stock increased by 153,558 units. In contrast, during the 1970's, the County's housing stock increased by 246,759 units. The slower rate of housing growth, evidenced this past decade, is attributed to the decline in developable land available in the County. Southern Orange County did, however, experience first time development of large land areas during the 1980's. The following table summarizes County population and housing trends.

Table H-1 Orange County Population and Housing, 1980 and 1990				
	1980	1990	Numeric Change	Percent Change
Population	1,932,709	2,410,556	477,847	24.7
Housing	721,514	875,072	153,558	21.3
Source: 1990 Census.				

According to the 1980 and 1990 Census, the population of Laguna Niguel during that 10-year period increased by 263 percent. This increase represents an average annual increase of 13.8 percent.²

Table H-2 provides a summary of selected demographic indicators for the City of Laguna Niguel. Corresponding indicators for the County of Orange are provided for comparative purposes.

As indicated in the following table, the population of Laguna Niguel is less diverse in terms of ethnic composition than the rest of the County. Family and household sizes in the City are also lower than the County averages.

² 1980 Census Data for the City is based on Laguna Niguel Census Designated Place (CDP). The CDP does not reflect current city boundaries; therefore, CDP data should only be regarded as general estimates.

Table H-2 Summary of Demographic Characteristics		
Indicator	City of Laguna Niguel	Orange County
Population	46,251	2,410,556
Ethnicity		
White	89%	79%
Asian/Pacific Islander	8%	10%
Black	1%	2%
Other	2%	9%
Persons of Hispanic Origin	8%	23%
Gender		
Female	50.7%	50.4%
Male	49.3%	49.6%
Persons per Dwelling Unit	2.35	2.75
Source: 1990 Census City of Laguna Niguel		

B. Housing Unit and Population Projections

Housing unit and population projections at build-out, the year 2010, were prepared based on the General Plan. The ultimate residential capacity of the City is projected to be 26,286 units. A break-out of this figure by residential land use designation is as follows: 12,185 Residential Attached; 14,101 Residential Detached units. Utilizing a generation factor of 2.35 persons per dwelling unit, the population at build-out was projected at 61,772 persons, with no vacancies.

C. Employment Trends

According to Stanley R. Hoffman Associates and City of Laguna Niguel Staff estimates, the current employment population in the City is estimated at 12,123 persons. The City will add 11,136 employees through build-out. Therefore, the projected employment figures at build-out is 23,259 persons.

Projected employment in the City at build-out was estimated by applying employee generation ratios to non-residential land uses in the City. The following assumptions were used in projecting employment.

- Laguna Niguel would continue to capture a greater share of office uses in the Laguna Niguel/Aliso Viejo market area.
- One employee is generated per 500 square feet of Retail use.
- One employee is generated per 250 square feet of Office use.
- One employee is generated per 600 square feet of Industrial use.

D. Household Characteristics

1. Average Size

The Census calculates the size of housing units in two ways. One method is by household size. The Census defines a household as all persons who occupy a housing unit. Therefore, a household is any group of related or unrelated persons who share living arrangements. The number of households reported by the Census increased by 270 percent, between 1980 and 1990. The second method of calculating housing unit size is by dwelling unit size. This method, which calculates the total number of persons per dwelling unit, is used in this document. The 1990 Census reports that the average number of persons per dwelling unit is 2.35.

2. Income

Analyzing and calculating income in Laguna Niguel is based on two different median incomes. The County of Orange Demographic Division maintains official estimates for the County median household income.³ This figure is calculated by the Center for Economic Research at Chapman University. As of March 1992, the median household income was \$56,346.

The Department of Housing and Urban Development (HUD) also prepares yearly median household income estimates by Metropolitan Statistical Area (MSA). The median household income for the 1991 Fiscal Year, for the Anaheim-Santa Ana MSA, which includes Orange County, is \$52,200. HUD also calculates State and National estimates which are \$42,700 and \$38,000, respectively. HUD's median income estimate is lower than the County's estimate because HUD's estimate is capped for housing program eligibility purposes.

Table H-3 shows an estimate of the 1990 household income for Laguna Niguel. This information was calculated by taking the 1990 Census data for value of housing units and calculating the income necessary to afford those units.

³

Median household income refers to the income of all persons who occupy a housing unit. The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements.

Table H-3 1990 Estimate of Household Income		
Income Category	Households	Percent of Total Households
\$0-14,999	938	5
\$15,000-29,999	1992	11
\$30,000-49,999	3711	22
\$50,000-74,999	4108	24
\$75,000 and up	6489	38
Totals	17,238	100
Median Household Income: \$61,501		
Source: City of Laguna Niguel; Stanley R. Hoffman Associates, Inc.; 1990 Census		

As indicated in Table H-3, the majority of households in Laguna Niguel have an income higher than that estimated as the area median income as determined by HUD; the median household income for Laguna Niguel is estimated at \$61,501, which is significantly higher than HUD area median income estimates.

When analyzing and calculating existing and future housing needs, it is important to realize that the two different median income affordability standards are used in Laguna Niguel. HUD's standard is used for various federal and state programs, (eg. Federal section 8, State density bonus law). These programs are based on the HUD median income of \$52,200 and the following affordability categories.

Very Low	-	less than 50% of the area median income
Lower	-	between 50% and 80% of the area median income
Moderate	-	between 80% and 120% of the area median income
Above Moderate	-	above 120% of the area median income
Low	-	combination of Very Low and Lower income households

When the City incorporated it inherited all of the County's affordable housing programs. The County based its programs on the median income determined by Chapman University which currently is \$56,346, and the following affordability categories:

Low	=	less than 80% of the median income
Moderate I	=	80 - 100% of the median income
Moderate II	=	100 - 120% of the median income
Upper	=	120% plus of the median income

Table H-4 identifies the number of households in Laguna Niguel by income group, based on HUD income standards and affordability categories.

Table H-4 Number of Households by Income Group			
Income Group	Income Criteria	Number	Percent
Very Low	less than \$26,100	2240	13.0
Lower	26,100 - 41,760	2710	15.7
Moderate	41,760 - 62,640	3695	21.4
Upper	62,640 and up	8593	49.9
Total		17,238	100.0
Source: Stanley R. Hoffman Associates, Inc. 1990 Census City of Laguna Niguel			

3. Housing Affordability

Housing affordability is best analyzed by comparing household gross income to the percentage of that income spent on housing. The 1990 Census is the best source of data for this analysis.

SCAG calculates the number of overpaying households as part of its Regional Housing Needs Assessment (RHNA). However, since the City incorporated after SCAG prepared the 1988 RHNA, SCAG estimates of overpaying households in Laguna Niguel are not available.

According to the 1990 Census, the majority of owners and renters in Laguna Niguel spent less than 30% of their income on housing. Fifty-two percent of owner units and fifty-one percent of renter units spent less than 30 percent of their income on housing. Table H-6 shows the relationship by income group of the percentage of income spent on housing.

Analyzing the portion of gross income spent on housing for very low and lower income groups is difficult because the Census data were not presented in this manner. However, further analysis of the data made it possible to draw the conclusions shown in Table H-5.

TABLE H-5
ESTIMATED NUMBER OF HOUSEHOLDS PAYING OVER 30%
OF INCOME ON HOUSING

	OWNERS	RENTERS	TOTAL
Very Low Income	819	1,066	1,885
Lower Income	479	222	701
Total	1,298	1,288	2,586

Source: 1990 Census

The number of households paying more than 30% of their income for housing is an indication of the unique housing situation in Laguna Niguel. Many households choose to allocate more than 30 percent of their income towards housing because of the unique features of the community. Households pay for these quality of life features when they move to Laguna Niguel. Additionally, for those households which purchase within the City, a higher allocation of income towards housing is perceived to be justified because of the investment qualities of housing in the City. The higher housing payments may be justified when tax advantages and the expectation that incomes will increase while housing costs remain fixed are considered.

Table H-6
Income Group Housing Expenditure

**OWNER
Rent/Mortgage**

as a % of Income	< \$10,000	\$10,000 - \$19,999	\$20,000 - \$34,999	\$35,000 - \$49,999	\$50,000 +	TOTAL*
0 - 24 %	0.00 %	0.31 %	2.12 %	3.32 %	31.73 %	37.48 %
25 - 29 %	0.00 %	0.22 %	0.35 %	0.74 %	12.93 %	14.23 %
30 - 34 %	0.00 %	0.08 %	0.60 %	1.29 %	10.92 %	12.89 %
35 % +	1.57 %	2.36 %	5.60 %	7.02 %	18.33 %	34.89 %
TOTAL	1.57 %	2.97 %	8.66 %	12.38 %	73.91 %	99.49 %

**RENTER
Rent/Mortgage**

as a % of Income	< \$10,000	\$10,000 - \$19,999	\$20,000 - \$34,999	\$35,000 - \$49,999	\$50,000 +	TOTAL*
0 - 24 %	0.81 %	0.76 %	1.22 %	7.29 %	25.72 %	35.80 %
25 - 29 %	0.12 %	0.41 %	2.49 %	10.72 %	1.84 %	15.58 %
30 - 34 %	0.00 %	0.37 %	4.30 %	5.59 %	1.86 %	12.13 %
35 % +	4.51 %	10.03 %	14.96 %	4.65 %	0.35 %	34.49 %
TOTAL	5.43 %	11.57 %	22.96 %	28.26 %	29.77 %	98.00 %

* Note: There are 176 households which were not computed, therefore the totals are not 100%.

Source: 1990 Census

4. Overcrowding

Overcrowding is defined by the Census as 1.01 or more persons per room, and extreme overcrowding as more than 1.5 persons per room.⁴ Data on overcrowding have not been broken down into housing type by number of rooms, type of household or by household income. Overcrowding must be evaluated in terms of other factors such as cultural expectations, size of rooms, availability and type of common areas or open space, and the age and relationship of persons in the unit.

Table H-7 summarizes the number of persons per room in the City for rental and owner units. This data suggests the incidence of overcrowding in Laguna Niguel. In 1990, there were 250 (5.7 percent) renter-occupied and 201 (1.6 percent) owner-occupied units defined as overcrowded. In contrast, 1990 Census figures for Orange County were 19.9 percent for renter-occupied and 5.4 percent for owner-occupied units. Compared to the County there is not a significant rate of overcrowding in the City.

Table H-7 Overcrowded Housing				
Number of Persons per Room	Rental Units	Percent of Total Occupied Rental Units	Owner Units	Percent of Total Occupied Owner Units
1.01 to 1.5	126	2.9	162	1.3
1.51 or more	124	2.8	39	0.3
Total	250	5.7	201	1.6
Source: 1990 Census				

E. Special Needs Groups

State Law requires that the Housing Element examine special needs of certain segments of the population that are disadvantaged in finding decent, affordable housing. Special needs households include the elderly, handicapped persons, female households, large families, farmworkers and the homeless.

1. Elderly

The special needs of the elderly are often a function of their lower or fixed income. In addition, the elderly maintain special needs in relation to housing construction and location. The elderly often require ramps and handrails to allow greater access and mobility. Locations proximate to public facilities and

⁴

The following rooms are counted by Census: living, dining, lodger and finished recreation rooms; bedrooms; kitchens; and enclosed porches.

public transportation facilities are also important to facilitate mobility throughout the community.

The national trend of an increasing percentage of elderly persons compared to the total population is not the case in Laguna Niguel. According to the 1980 Census, approximately 11 percent of the Laguna Niguel population was 65 years of age or older. However, 1990 Census data reports that only 4 percent of the City's total population is 65 years of age or older. The majority of elderly persons live in owner occupied housing units. The 1990 Census reports that of the total occupied housing units, 9 percent are owner occupied by persons 65 years or older. In contrast, only 1.6 percent of the total occupied housing units are renter occupied by persons 65 years of age or older. The declining percentage of elderly persons and the fact that most elderly own their own house suggests that many of the elderly located in the City are long time residents.

2. Handicapped

The two major housing needs of the disabled are access and affordability. Access is particularly important for the physically handicapped. Physically handicapped persons often require specially designed dwellings to permit access both within the unit, as well as to and from the site. California Administrative Code Title 24 sets forth access and adaptability requirements for the physically handicapped. These regulations apply to public buildings such as motels, employee housing, factory built housing and privately funded, newly constructed apartment houses containing five or more dwelling units.

Like the elderly, the handicapped also have locational needs. Many desire to be located near public facilities, and of particular importance, near public transportation facilities.

A number of disabled persons receive Supplemental Social Security Income (SSI) and are on fixed incomes. Increasing inflation and housing costs adversely affect these individuals in terms of securing housing.

The 1990 Census reports the number of people with a mobility or self-care limitation. This number does not necessarily reflect the number of persons who require special housing facilities. The 1990 Census reports that 2427 persons, or 5.5 percent of the total population as calculated by the Census, had a handicap which resulted in a mobility or self-care limitation.⁵ Table H-8 shows the percentage of handicapped persons compared to the total number of persons in each age category.

⁵

The Census does not provide information on whether people reporting a transportation disability also have housing disabilities; it is likely that a number of persons reporting a transportation disability would not require special housing features.

Table H-8 Persons Reporting a Public Transportation Disability			
Persons 18-64	Percent 18-64	Persons 65 and Over	Percent 65 and Over
1575	3.8	852	27.6
Source: 1990 Census			

From the available Census Data, it is not possible to determine how many of these handicapped persons are in need of housing assistance. The City has been able to produce one project, Alicia Park Apartments, with three units designated for handicapped occupancy. Rent on these units is restricted to allow for the use of Section 8 rental assistance certificates and vouchers.

3. Female Heads of Household

The 1990 census shows that 1,252 family households with two or more persons are headed by females.⁶ Of this total, 804 are households with related children. The 1990 Census provides data on the number of female-headed households which are above and below the poverty line. The Census defines poverty as the relationship of income to the number of children under 18 years in the household. Based on the Census formula, the average poverty threshold for a family of four persons is \$12,674. The 1990 Census reports that there are 210 female-headed households in the City below the poverty level. This is 1.2 percent of the total number of households.

The City contains a number of rent-restricted apartment units, both under the Section 8 program and the County's Inclusionary Housing Program/Housing Opportunities Program. Even though the waiting list for new Section 8 assistance in the County is extensive, the opportunity exists for existing voucher and certificate holders to locate assisted housing in Laguna Niguel. As noted in the section on vacancy, rent restricted units per the County's housing programs are generally available.

4. Large Households

Large households are defined as households with five or more persons. The 1990 Census reported 1,291 households in Laguna Niguel with five or more persons. Of this total number, 922 households were five persons, 254 were six persons, and 115 households were comprised of seven or more persons.

⁶

The U.S. Census defines female households as families headed by females as well as single-person female households.

Large households are included as a special needs group because they require larger dwelling units. Difficulties in securing housing large enough to accommodate all members of a household are heightened for renters, because rental units are typically smaller than single-family units. As shown in the following table, the number of large households in Laguna Niguel that own the units that they occupy is significantly greater than the number of large households that rent.

Table H-9 Large Households		
Number of Persons in Household	Owner Occupied	Renter Occupied
Five	795	127
Six	213	41
Seven or more	88	27
Total	1,096	195
Source: 1990 Census		

The 1990 Census has also reported the number of bedrooms per dwelling unit. The City contains more housing units with four and more bedrooms than the number of large households with the need for multi-bedroom dwelling units. The following table shows the number of units, both owner and renter, and the number of bedrooms.

Table H-10 Number of Bedrooms in Occupied Dwelling Units			
BEDROOMS	OWNER	RENTER	TOTAL
4	4,059	205	4,714
5	570	9	636
TOTAL	4,629	214	5,350
Source: 1990 Census			

5. Homeless

The homeless population refers to persons lacking consistent and adequate shelter. Homeless persons can be considered resident (those remaining in an area year-round), or transient. Emergency and transitional shelters can help to address the needs of the homeless. Emergency shelters provide a short-term solution to homelessness and involve limited supplemental services. Transitional shelters, in contrast, are directed towards removing the basis for homelessness. Shelter is provided for an extended period of time, and is combined with other social services and counseling to assist in the transition to self-sufficiency. The

nature of the homeless population makes exact counting difficult. According to the Homeless Issues Task Force, there are at least 10,000 homeless persons in Orange County.⁷ Although homeless and transients are only occasionally identified in the City of Laguna Niguel, State Law requires that each jurisdiction provide adequate sites to facilitate the development of emergency and transitional shelters. In addition, the homeless problem in the County stems, in part, from the lack of suitable, affordable housing. A comprehensive solution to the homeless problem requires that every jurisdiction in the County address the needs of homeless.

The 1990-1991 Orange County Grand Jury recommended in its report on homelessness that the County appoint a blue-ribbon commission on homelessness. In 1991, the Orange County Board of Supervisors appointed a Homeless Issues Advisory Committee consisting of county agency heads. Per the report's recommendations, the Board also appointed a Homeless Issues Coordinator. The mission of the former organization is to develop policies towards a comprehensive solution of homelessness. The function of the Homeless Issues Coordinator is to work with County/city agencies, housing advocate groups and other interested parties in addressing the needs of the homeless. In addition to County-sponsored task forces/commissions, the Homeless Issues Task force is a non-profit organization that addresses the needs of homeless. This organization provides education on homeless issues and technical assistance to localities in the County. The Building Industry Association (BIA) has also been actively involved with the needs of the homeless. Through the activities of Home Aid, shelters within each supervisorial district have either been constructed, or rehabilitated/expanded.

The 1990 Census did not report any homeless or transients in the City of Laguna Niguel. However, based on City Staff observations, transients have occasionally been observed within the City.

There currently are not any emergency or transitional shelters located in the City, however, as part of the City's Housing Programs, emergency or transitional shelters will be permitted in those areas of the City with the single land use designation of Industrial/Business Park; Professional Office; Community Commercial. Facilities located in Orange County are provided in Table H-11.

⁷

The Homeless Issues Task Force is a non-profit organization that functions as a clearinghouse for agencies that address homeless issues and other shelter needs in the County. The Task Force directs the Interfaith Shelter Network and Cold Weather Shelter Armory.

**Table H-11
Facilities Serving the Homeless in Orange County**

Name	Persons/Groups Served	Location	Number of Beds
Anaheim Interfaith Shelter	Families	Anaheim	34
Anchor House	Families	San Clemente	14
Catholic Charities	Families	Santa Ana	18
Christian Temporary Housing Facility	Families	Orange	60
Irvine Temporary Housing	Families	Irvine	60
New Vista Shelter	Families	Fullerton	60
Thomas House	Families	Fountain Valley	24
H.I.S. House	Families & Individuals	Placentia	
Orange Coast Interfaith Shelter	All	Costa Mesa	100
Salvation Army Hospitality House	Families & Individuals	Santa Ana	53
Shelter for Homeless	Families, Men & Women	Westminster	106
Christian Outreach Mission	Men	Santa Ana	60
Friendship Shelter	Individuals	Laguna Beach	22
Episcopal Service Alliance, Martha House	Women	Orange	10
Mercy House	Men	Santa Ana	12
Salvation Army Rehab. Center	Men	Anaheim	140
YWCA	Women	Orange	20
* The National Guard Armories provide 250 beds during harsh weather conditions. Source: County of Orange Housing Element, 1989.			

6. Farmworkers

Farmworkers are one of the special needs groups referenced in State Housing Law. According to the 1990 Census, 137 persons, or .3 percent of the population, were employed in farming, forestry and fishing occupation. Given that the City is nearly developed, and has no current agricultural uses, there is not a need for farmworker housing.

F. Housing Characteristics

1. Housing Stock

According to Census data, the number of housing units in Laguna Niguel increased by 273 percent, between 1980 and 1990. The predominant type of dwelling unit, approximately 67 percent, in 1980 was the residential detached unit. However, the percentage of residential attached units in the City greatly increased during this past decade, from 33 percent to 48 percent of the total

housing stock. Residential detached units still continue to comprise the majority of the housing stock in 1992. The following tables provide a breakdown of the housing stock, as estimated by the City of Laguna Niguel Community Development Department for 1992.

Table H-12 Composition of Housing Stock 1992			
Community Profile Area	Attached	Detached	Total
1			
2	1,238	606	1,844
3	456	962	1418
4			
5	1,347	1,265	2,612
6	68	962	1,030
7	661	757	1418
8	815	684	1,499
9	449	910	1359
10	743	2049	2792
11	2,904	1454	4358
12	791	1132	1923
13	979	396	1,375
14			
Totals	10,451	11,177	21,628
Source: City of Laguna Niguel, March 1992			

Table H-13 Housing Stock Distribution 1992	
Housing Unit Type	Percent of Housing Stock
Residential Detached - Owner	52.0%
Residential Attached - Owner	35.6%
Apartment	12.4%
Total	100.0%
Source: 1990 Census; City of Laguna Niguel	

2. Tenure

The majority of inhabited housing in the City is owner-occupied. Applying 1990 Census data to 1992 City data, approximately 78 percent of the housing stock was owner-occupied and the remaining 22 percent renter-occupied. Tenure data by housing type are provided below:

Table H-14 Housing Units by Tenure		
Type	Occupied Dwelling Units	Percentage
Residential Detached - Owner	9,664	49.1 %
Residential Attached - Owner	5,665	28.8 %
Rental	4,352	22.1 %
Vacant	1,947	
Total	21,628	100.0 %
Source: 1990 Census; City of Laguna Niguel		

Relative to the rest of the State, a high rate of home ownership prevails in Laguna Niguel. According to the 1990 Census, approximately 60 percent of all inhabited units in the State were owner-occupied; the remaining 40 percent were renter-occupied.

3. Vacancy Rate

The rate of vacancy is a measure of the availability of housing in a community. This rate also provides an indication of how well the housing supply is meeting housing demand. A low vacancy rate is indicative of a tight housing market and suggests that people may have difficulty finding housing in their price range. Conversely, a high vacancy rate suggests that there is an oversupply of housing. The vacancy rate for purposes of this analysis constitutes units available to renters or buyers.

According to the 1990 Census, the overall vacancy rate for Laguna Niguel was 9.1 percent. In contrast, Orange County's vacancy for all residential units in 1991 was 5.5 percent. The 1980 Census reported a vacancy rate for Laguna Niguel at 9.9 percent.

Table H-15 shows the distribution of vacant units in 1980 and 1990. The majority of vacant units in 1990 were units specified for rent. These units constituted 36.2 percent of the total vacant units.

Table H-15 Housing Unit Vacancy Status		
Status of Unit	Percent of Total Vacant Units	
	1980	1990
Vacant for Sale	61.1 %	33.0 %
Vacant for Rent	9.2 %	36.2 %
Vacant - Other*	29.7 %	30.8 %
* Other refers to units not specified for rent or sale that are being held for occupancy. Source: 1980 and 1990 Census.		

The high rate of vacancy in Laguna Niguel suggests that there is an oversupply of housing, or low absorption rate. And, because there is a large supply of housing relative to demand, theoretically, there is a downward pressure on sales and rent prices.

Vacancy rates among apartment complexes were documented in reviewing rent rolls for several complexes in the City subject to County affordable housing requirements. Several of these projects have recorded vacancies for units that are designated for occupancy by Low Income households (less than 80% of official Orange County median income estimate.) For example, the vacancy rates were tracked for Laguna Garden Apartments since units were first released for rent in this complex in July, 1988. The average monthly vacancy since this date is 105 units and the median 97 units. During this same period, the rents did not exceed the maximum permitted for a unit to qualify as available to Low Income households per the County of Orange Housing Affordability Table. This example suggests that there is an availability of low income apartment units in the City.

4. Housing Costs

Housing costs in Laguna Niguel in terms of median value of owned and contract rent units are greater than the rest of the County. As shown in Table H-16, the median value of owned and contract rent units exceeds that of the County by approximately 23 and 13 percent respectively. "Contract Rent" is the monthly rent agreed to or contracted for, regardless of furnishings, utilities, fees, meals, or any other services that may be included. "Rent Asked" applies to vacant units and is the rent being asked for by the landowner.

Table H-16 Summary of Housing Costs		
Indicator	City of Laguna Niguel	Orange County
Median Value - Owned Units	\$311,800	\$252,700
Median Contract Rent*	\$874	\$728
Average Price Asked - For Sale Units	\$356,621	\$331,936
Average Rent Asked - For Rent Units*	\$834	\$838
* The difference between the median contract rent and average rent asked is attributed to the recent softening of the rental market. Source: 1990 Census.		

The following table identifies average sales prices for recently sold attached and detached units in Laguna Niguel. The figures are based on first quarter figures of 1991 for housing developments with ten or more units.

Table H-17 Average Sales Price*					
1-Bdrm	2-Bdrm	3-Bdrm	4-Bdrm	5-Bdrm	Total
Attached Units					
\$153,900	\$187,640	\$245,531	\$270,625	---	\$214,214
Detached Units					
---	\$285,000	\$274,688	\$472,876	\$415,900	\$404,536
*Based on new projects with ten or more units. Source: Regional Trends, April 1991.					

Additional information on housing prices of newly sold units obtained from a local realtor is provided below:

Table H-18 Housing Price Ranges: New Units			
ATTACHED UNITS			DETACHED UNITS
Condominium	Townhomes	Paired Units	Single-Family Units
\$120,000-304,000	\$135,000-285,000	\$229,000-405,000	\$217,000-760,000
Source: Laguna Niguel Realty Inc.			

5. Rental Prices

As noted in Table H-19, the median contract rent in the City of Laguna Niguel was \$874.00. A survey of rent prices for apartment complexes located in the City was conducted in January, 1992. This table is a comprehensive list of all apartment projects in the City. The chart shows the market rate rents and the total number of units for each project. This chart does not identify the units which are part of an affordable housing requirement, which have rent restricted units. Therefore, the following rental rates do not apply to all of the units listed in the chart. The range of rental prices by unit type is provided in the following table.

Table H-19 Rental Prices							
Apartment Complex	1 Bed		2 Bed		3 Bed		Total Units
	Price	Units	Price	Units	Price	Units	
Alicia Park Apartments	none	none	\$863	44	\$1078	6	56*
Aloma Garden Apts.	\$650	17	\$725	17	none	none	34
Country Club Villas	\$825-925	50	\$950-1,150	230	none	none	280
Crown Terrace	none	none	\$745	176	none	none	176
Hidden Hills	\$790-870	80	\$890-1,060	244	none	none	324

Table H-19 Rental Prices							
Apartment Complex	1 Bed		2 Bed		3 Bed		Total Units
	Price	Units	Price	Units	Price	Units	
Laguna Gardens	\$695-725	186	\$875-885	186	none	none	372
Laguna Serrano	\$640-815	48	\$680-965	264	\$900-1,200	24	336
Milano	\$740-855	52	\$870-1,180	48	none	none	100
Niguel Summit	\$850-900	40	\$925-1,100	130	none	none	170
Pointe Niguel	\$810-825	80	\$975-1,095	244	none	none	324
Seaside Meadows	\$695-805	239	\$855-910	360	none	none	599
Seaview Summit	\$750-1,200	44	\$950-1,350	56	none	none	100
Ventanja Apartments	\$650-710	250	\$775-850	210	none	none	460
Villa La Paz	\$590-680	292	\$780-855	208	none	none	500
Windridge	none	none	\$860-880	272	\$1,095-1,100	72	344
TOTAL							4,175
* Alicia Park Apts is a Section 8 project, therefore, rents listed are fair market rent as calculated by HUD. AliciaPark Apts also contains 6 4bdrm apts with a fair market rent of \$1,208/month. There are no studio apartments in the above complexes. Junior one bedroom units are included in total for one bedroom units. Actual price depends on total square footage, location of unit and unit features. Source: The Planning Center, January 1992.							

In addition to the apartment units required to satisfy affordable housing requirements, many additional units can be considered affordable based on these market-rate rents. The following table distributes the market rate rents by income category to show the affordability of market rate rents. The total number of units shown in Table H-20 assumes all units are market rate. This is not the actual case since there are many rent restricted units in Laguna Niguel. Affordability calculations were based on the County of Orange median income and definition of affordability, ie. 30% of monthly household income towards housing costs.

Table H-20
Market Rate Affordability of Rental Units

Income Group	Yearly Income	Max. Rent	Total Units
Very Low - < 50 %	28,173	704	17
Lower - 50 - 80 %	45,077	1,127	4,034
Mod I - 80 - 100 %	56,346	1,409	124
Mod II - 100 - 120 %	67,615	1,690	--
Upper - 120 +	--	--	--
TOTAL			4,175
<small>Calculated by dividing yearly income and multiplying by 30 percent. Source: The Planning Center, January, 1992</small>			

As shown in the above table, all market rate rents in the City are affordable to Moderate I income households, and nearly all market rate rents are affordable to Lower income households. In many cases a project has a range of rental rates which cross the affordability standards. In most of these cases the maximum rental rate dictated which income group the units were placed in.

6. Housing Condition

The accepted standard for major rehabilitation needs is after 30 years. The majority of Laguna Niguel's housing stock was built after 1985. Consequently, the housing stock does not have a significant need for rehabilitation. According to 1990 Census, only 61 owner-occupied housing units were built prior to 1959. Between 1960 and 1969, 1150 were constructed. The median year of housing unit construction in the City is 1986.

7. Density

For most of the land in the City, residential density was established by the County of Orange prior to City incorporation. The densities for all existing development projects were established by the County. Additionally, the majority of the vacant land in the City has density entitlements established by the County.

The City has a wide range of densities, ranging from low density detached housing to higher density attached units. Table H-21 lists the apartment projects in the City and the corresponding densities.

Table H-21
Apartment Project Densities

Complex	Units	Density (dwelling units/acre)
Alicia Park Apartments	56	11.91
Aloma Gardens	34	14.81
Country Club Villas	280	13.14
Crown Terrace	176	17.09
Hidden Hills	324	19.77
Laguna Gardens	372	21.97
Laguna Serrano	336	15.82
Milano	100	19.94
Niguel Summit	170	20.73
Pointe Niguel	324	19.08
Seaside Meadows	599	27.13
Seaview Summit	100	20.28
Ventanja Apartments	460	18.25
Village La Paz	500	12.03
Windridge	344	18.72
TOTAL	4,175	

Source: City of Laguna Niguel

G. Inventory of Affordable Units and Housing Programs

The following section describes various housing programs and identifies the number of units in Laguna Niguel constructed under each program. Many programs were not used in the construction of low income units in the City. The discussion of housing programs is not intended to be an all-inclusive list of housing programs. Rather, the discussion is intended to provide information on known programs which may be applicable in Laguna Niguel.

1. County of Orange Housing Programs

The County of Orange administered its housing programs in the community of Laguna Niguel prior to the City's incorporation. One of the County's most predominant housing programs was the Inclusionary Housing Program (IHP), which was in effect between 1979 and 1983. This program was superseded by the Housing Opportunities Program (HOP), a voluntary affordable housing program.

The Inclusionary Housing Program mandated the production of affordable housing units in all residential development. Specifically, it required 25 percent of projects with 30 or more units to be set-aside as affordable (i.e., available to buyer/renters earning 120 percent or less than the median income as defined by the County). In addition to on-site construction of affordable units, the housing

requirement could be satisfied by the use of vested excess affordable unit credits or construction of off-site affordable housing. The IHP program did not contain any unit size requirements or requirement for whether the units were owned or rented. In addition, the median income was not adjusted for family size.

The IHP was replaced by the HOP, which phased out mandatory requirements over a three-year period in favor of voluntary compliance with affordable housing objectives. The HOP did not, however, alter mandatory affordable housing requirements placed on projects as conditions of approval under the IHP.

Implementation of the County's housing programs generally occurred at the Area Plan Level. Area Plans establish regulations and policies for the Planned Communities. Area Plans generally included Affordable Housing Implementation Plans (AHIP) and Affordable Housing Information Supplements (AHIS) to administer the housing programs. The Affordable Housing Implementation Plan (AHIP) defines the method for compliance with mandatory affordable housing requirements. The Affordable Housing Information Supplement (AHIS), is completed at the project level and indicates how each project satisfies affordable housing requirements. An additional method of housing program implementation was the placement of conditions of approval on a project during the subdivision process.

Affordable units included both rental and for-sale housing and were allocated into the following categories:

Low	-	80% and below of the County median income
Moderate I	-	81-100% of County median income
Moderate II	-	101-120% of County median income

The IHP initially utilized the median area income as determined by HUD. Per the Board of Supervisors Resolution dated October 20, 1981, the median income was changed to that defined by the Center for Economic Research at Chapman University. At the time the median income definition was changed, there was little disparity between HUD and Chapman University estimates. Both for-sale and rental projects were certified as affordable after October 21, 1981, based on the County median income as estimated by Chapman University as shown in Table H-22.

There are two reasons why the Chapman University median income estimates are higher than HUD's median income estimates. One reason is that Chapman University's methodology better reflects the local economic conditions of Orange County. The second reason is that HUD caps its median income.

Table H-22 Housing Affordability Criteria: County of Orange Housing Program January 1, 1992 - March 31, 1992		
	For Sale Units	Rental Units
Cost Based Definition: The payment or rent does not exceed		
A. For LOW units	\$1,240	\$1,127
B. For MODERATE I units	\$1,550	\$1,409
C. For MODERATE II units	\$1,850	\$1,690
Income Based Definition: The occupant(s) yearly income does not exceed		
D. For LOW units	\$45,077	\$45,077
E. For MODERATE I units Median Income*	\$56,346	\$56,346
F. For MODERATE II units	\$67,615	\$67,615
Notes: 1. Low = 80% and below of County Median Income. Moderate I = 81-100% of County Median Income. Moderate II = 101-120% of County Median Income. 2. If A, B or C above is applied to for-sale units, the payment must include principal, interest, taxes, insurance, and homeowner association dues, and should be calculated based on a 10% downpayment. The monthly payment may increase by 10% if the unit to be certified includes more than two bedrooms, or includes two bedrooms and is 1,400 square feet or more, and/or if it is a single family detached unit. Actual downpayment may be higher, but payments must be reduced accordingly.		
* As indicated in the Notes above, Moderate I occupants are those whose income does not exceed the County median income, \$56,346. Source: County of Orange Environmental Management Agency.		

Table H-23 summarizes the affordable housing requirements by Planned Community. The total number of units shown on the table is the total number of units subject to County initiated affordable housing programs. This is not the number of total units anticipated at buildout because many units were built in the City prior to the County establishing an affordable housing requirement.

Table H-23 Affordable Housing Requirements by Planned Community					
Planned Community	Total Units	All Requirements			
		L	M _I	M _{II}	Total
Beacon Hill	1,024	92	92	46	230
Bear Brand	1,707	171			171
Bear Brand Hill	225	20	20	10	50
Country Village	4,486	386	386	192	964
Colinas de Capistrano					
Area I	955	0	126	102	228
Area II	2,455	0			614
Laguna Niguel					
Area A	2,747	275	275	137	687
Area D	2,315	253	253	126	632
Area E2-3	1,376	137	137	70	344
Area E16	176	18	18	8	44
Area G	1,467	147	147	73	367
Area K 3-4	324	32			32
Area M	407	16	16	9	41
Area O	112	11	11	6	28
Area N	569	56	57	27	140
South Laguna Specific Plan	383	75	15	10	100
Total for Planned Communities	20,728	1,698	1,553	816	4,672
There is a discrepancy between the total requirements, and the sum of L, MI and MII, because a break-down of requirements for Colinas De Capistrano Area II was not available.					

Table H-24 identifies affordable units that were constructed to satisfy County housing requirements. The Table does not document instances where requirements were satisfied through a transfer of affordable housing credits, or where excess credits were generated through on-site construction of units. It is recognized that gaps in the information/documentation exist, and, where appropriate, these gaps are identified. A more comprehensive study of the County affordable housing programs, as applied to Laguna Niguel, will be conducted as a part of implementation of the Housing Plan to fill in any information gaps.

Table H-24
Projects Satisfying Affordable Housing Requirements

Project	Type	Affordable Units Built							Term
		Bond			County				
		VL	L	Total	L	M _I	M _{II}	Total	
Beacon Hill									
Beacon Hill Terrace	Condo.				28	13	15	56	None
Seawatch	Condo.				40			40	30-year resale restrictions.
Windrift	Condo.				33	51	24	108	None
Subtotal					101	64	39	204	
Bear Brand									
Seabrook*	Apt.	40	40	80				400	5 yr.
Subtotal		40	40	80				400	
*Seabrook Apartments are located in Dana Point									
Country Village									
Casa La Paz	Condo.				49	26	15	90	None
Villa La Paz	Apt.	100		100	100			100	Section 8 terminated 6/17/91. Project remain in Program through 6/17/2001.
Village Niguel Terrace	Condo.				60	42	12	114	None
Laguna Gardens	Apts.	37	37	74	372			372	5 yr.
Village Niguel Terrace II	Condo.				22	8	8	38	None
Village Niguel Vistas/Heights	Detached				7	7	11	25	None
Village Niguel Vistas/Heights	Detached				0	3	5	8	None
Village Niguel Vistas/Heights	Detached				6	6	5	17	None
Village Niguel Vistas/Heights	Detached				1	0	1	2	None
Subtotal		137	37	174	617	92	57	766	
Colinas De Capistrano - Area I									
Villa Mira	Condo.				6	15	18	39	None
Villa Mira	Condo.				47	47	41	135	None
Vista Del Cerro	Condo.				0	23	37	60	None
Subtotal					53	85	96	234	
Colinas De Capistrano - Area II									
Seaside Meadows Phase I 250 Phase II 349	Apt.	60	60	120	128	256	64	448	5 yr. Terminated
Subtotal		60	60	120	128	256	64	448	

Table H-24
Projects Satisfying Affordable Housing Requirements

Project	Type	Affordable Units Built							Term
		Bond			County				
		VL	L	Total	L	M _I	M _{II}	Total	
Laguna Niguel - Area A									
Expressions	Condo.				63	51	58	172	None
Ventanja	Apt.					230	230	460	5 yr.
Milano	Apt.				10	10	5	25	5 yr.
Mirador	Condo.				60	34	37	131	None
Subtotal					133	325	330	788	
Laguna Niguel - Area D									
Hidden Hills	Apt.	32	32	64	124	124	61	309	5 yr.
Laguna Serrano	Apt.	33.5	33.5	67	129	129	64	322	5 yr.
Subtotal		65.5	65.5	131	253	253	125	631	
Laguna Niguel - Area E2-3									
Windridge	Apt.				138	138	68	344	5 yr.
Subtotal					138	138	68	344	
Laguna Niguel - Area E16									
Crown Terrace	Apt.	17.5	17.5	35	18	18	8	44	5 yr.
Subtotal		17.5	17.5	35	18	18	8	44	
Laguna Niguel - Area G									
Niguel Summit I	Apt.	17	17	34	96	51	11	158	5 yr.
Country Club Villas	Apt.	28	28	56	98	101	62	261	5 yr.
Subtotal		45	45	90	194	152	73	419	
Laguna Niguel - Area K3-4									
Pointe Niguel	Apt.	32.5	32.5	65	324			324	5 yr. Terminated
Subtotal		32.5	32.5	65	324			324	
Laguna Niguel - Area M Affordable Units not Constructed.									
Laguna Niguel - Area N									
Niguel Vista	Cond.				33	30	33	96	None
Subtotal					33	30	33	96	
Laguna Niguel - Area O Affordable Requirements met by Transfer of Vested Credits									

Table H-24 Projects Satisfying Affordable Housing Requirements									
Project	Type	Affordable Units Built							Term
		Bond			County				
		VL	L	Total	L	M _I	M _{II}	Total	
South Laguna Specific Plan									
Seaview Summit	Apt.	10	10	20	48			48	5 yr.
Subtotal		10	10	20	48			48	
Additional Projects									
Palm Court					38	28	33	99	None
Total		407.5	307.5	715	2,078	1,441	926	4,845	
There is discrepancy between the total County affordable units required, and the sum of L, MI and MII units, because a break-down of Seabrook is not provided. This complex is located in Dana Point. Consequently, information on the complex is not in City files.									

Table H-25 identifies units that were sold at market rate in Laguna Niguel that qualified as affordable under the Voluntary Component of the HOP. These units were tracked by sales offices at the project level. According to the available reports, a total of 454 units were sold as affordable under County criteria: 88 Low units; 64 Moderate I units; and 302 Moderate II units.

Table H-25 Affordable Units Sold Under Voluntary Housing Program								
Tract	Project Name	Total Units	Type	Affordable Units			Total	Reportin g Date
				L	M _I	M _{II}		
Bear Brand								
9950/10712	Seacall	153	Detached	2	3	5	10	10/24/88
Colinas de Capistrano								
12174	Palisades	52	Detached	0	6	2	8	11/16/89
Laguna Niguel Planned Community								
12139	Windrose	56	Detached	2	1	6	9	10/24/88
12320	Windrose	31	Detached	3	0	3	6	10/24/88
12321	Windrose	27	Detached	0	2	2	4	10/24/88
12325	Mandevilla	5	Detached	0	0	0	0	10/24/88
12326	Mandevilla	36	Detached	2	0	4	6	10/24/88
12327	Mandevilla	48	Detached	4	1	3	8	10/24/88
12874	Tampico I	81	Detached	7	9	11	27	12/81
10850	Tesoro	73	Detached	2	2	5	9	10/24/88
13206	Jamaica	104	Condo	0	0	73	73	5/10/89
12307/12194	Capri	151	Condo	0	0	63	63	8/11/89
12660	Niguel Pointe	54	Condo	0	0	54	54	10/17/88
12661	Niguel Pointe	24	Condo	0	0	0	0	10/17/88
12662	Niguel Pointe	34	Condo	0	0	0	0	10/17/88
11650	Niguel Pointe	26	Condo	0	0	0	0	10/17/88
12678	Monaco	34	Condo	3	4	12	19	10/19/88
12681	Monaco	80	Condo	5	3	14	22	9/13/88
12886	Terra Nova	50	Detached	0	0	28	28	9/19/88
12869/12589	Belle Maison	133	Detached	0	0	0	0	9/16/88
12577	Country Club Vistas	69	Detached	0	0	0	0	10/25/88
SP-85-11P				58	33	17	108	10/27/88
13119	Crest De Ville	Phase I- 30	Detached	0	0	0	0	12/8/88
Totals				88	64	302	454	

There were no resale restrictions on for-sale units under either the mandatory or voluntary affordable housing programs. Therefore, these units are only considered affordable to the original purchaser, and remain affordable so long as that household occupies the unit. However, it is possible that a unit could have been resold at market rate, which qualified as affordable, to a buyer who also qualified as affordable. Resale units were not monitored by the County.

2. Coastal Zone

Units Approved

Effective January 1, 1982, State Law required that new housing developments constructed in the Coastal Zone provide affordable housing either in the Coastal Zone or within three miles from the Coastal Zone. All of the City's current development and entitled development located in the Coastal Zone was approved by the County.

From 1982 to the date of the City's incorporation, December 1989, the County approved 727 residential units in the Coastal Zone. The County's compliance with State Law consisted of two housing projects and the transfer of vesting credits. Seaview Summit is an apartment project located in the Coastal Zone which provides 48 Low Income units. Twenty of these units are defined as Low Income based on the HUD median income and the remaining 28 units are Low Income based on the County median income. The other project is Seawatch Condominiums. Seawatch, which is not located in the Coastal Zone provided 40 affordable units: 20 condominium units to buyers with an income less than 70 percent of the County median income, and 20 units to buyers with an income above 70 percent and below 80 percent of the County median income.

The City has not approved any residential development in the Coastal Zone since its incorporation. Two projects, however, are currently being considered by the City.

Units Deleted Because of Demolition or Conversion

State Law has also established specific requirements for replacing affordable units located in the Coastal Zone which have been either converted or demolished. The City has not approved demolition of any residential units in the Coastal Zone since it incorporated in December of 1989. In addition, no conversion requests have either been submitted to or approved by the City for units in the Coastal Zone.

3. Mortgage Revenue Bond Financing

Mortgage revenue bonds are issued by local government, housing authorities, redevelopment agencies and other state agencies, to support the development of multifamily or single-family housing for low- and moderate-income households.

Multi-Family Housing Revenue Bond Program

Table H-26 lists projects in Laguna Niguel that received bond financing. All of these projects received bond financing prior to 1986. Consequently, these units did not have rent restriction requirements. At the time of financing, the requirement for bond projects was at a minimum, 20 percent of the total number of units in the project must be available for occupancy for lower income

households. At least one-half of the set-aside units must be designated for occupancy, on a priority basis, by Very Low Income tenants. The set-aside units did not necessarily have to be occupied by a very low income tenant, only designated for such tenants. After 1986, the requirements changed to include rent restrictions for bond units. It should also be noted that the units under this program are subject to the HUD median income and standards of affordability.

Table H-26
Multifamily Mortgage Revenue Bonds

Project	Issue Amount	Total Units	LOW INCOME UNITS		
			Very Low	Lower	Total Low Income Units
Seaside Meadows	\$35 million	599	60	60	120
Crown Terrace	\$10.4 million	176	17.5	17.5	35
Pointe Niguel	\$28.5 million	324	32.5	32.5	65
Niguel Summit I*	\$58.4 million	170	17	17	34
Country Club Villas* (Niguel Summit II)		280	28	28	56
Hidden Hills*		324	32	32	64
Seaview Summit	\$8.5 million	100	10	10	20
Laguna Gardens	\$24 million	372	37	37	74
Laguna Serrano	\$23 million	336	33.5	33.5	67
Totals	\$187.8 million	2,681	267.5	267.5	535
* Projects combined for financing. Source: County of Orange Administrative Office, September 1991, rent rolls for Niguel Summit, Hidden Hills, and Seaview Summit. Laguna Gardens information obtained from Regulatory Agreement and Declaration of Restrictive Covenants relating to Revenue Bond Issue AA of 1985, dated 12/1/85.					

Single Family Mortgage Revenue Bond Program

Mortgage revenue bonds for single-family housing are issued to finance the purchase or rehabilitation of owner occupied units. Proceeds from the bond sales are used to make mortgage or rehabilitation loans to qualified low- and moderate-income buyers. The bonds enable the issuer to offer low-interest loans, thereby increasing ownership opportunities for households which have difficulty in obtaining traditional financing. The bonds are serviced and repaid from the property owner's mortgage payments. The County of Orange issues these bonds; however, administration of this program is the responsibility of the Southern California Home Financing Authority (CHFA), a joint powers authority of Los Angeles and Orange counties.

Since 1980, the County has approved 10 single-family, tax exempt revenue bond issues totaling approximately \$552 million. Bond proceeds have provided over 6,000 home loans Countywide. According to the Costa Mesa Branch of Western Bank Mortgage Company, thirteen residents in Laguna Niguel received financing

under this program. The total loan amount for these residents was \$1,173,251. In addition, the Costa Brava development project in Laguna Niguel, located in Laguna Niguel Planned Community Area A, received this form of financing.

4. HUD Section 8 Housing Program

The Orange County Housing Authority administers the Section 8 Certificate/Voucher Program. The Section 8 rental assistance program extends rental subsidies to low income families which spend more than 30 percent of their monthly income on rent. The subsidy represents the difference between the excess of 30 percent of the recipient's monthly income and the federally approved fair market rents (FMR). In general, the FMR for an area is the amount that would be needed to rent privately owned, decent, safe and sanitary rental housing.

There are two forms of rental assistance available under Section 8: the certificate and voucher programs. Under the certificate program, the landowner enters into a contract with the local Housing Authority which limits rent for the low-income unit to the FMR. The rent for units under the voucher program are not limited. The tenant, however, must pay the difference between the FMR standard and the actual rent. Both subsidies are paid directly to the landlord.

Alicia Park and Villa La Paz Apartments are multi-family complexes in the City that participate in HUD's Section 8 program. These two complexes provide a total of 156 Section 8 units in City. Fair market rents for the Anaheim-Santa Ana MSA are provided in Table H-27 below.

Table H-27 Fair Market Rents for Existing Housing: Anaheim-Santa Ana MSA				
EFF*	1 Bedroom	2 Bedroom	3 Bedroom	4 Bedroom
\$604	\$732	\$863	\$1,078	\$1,208
* EFF - Studio Apartment Source: Federal Register, HUD, Sept. 26, 1991.				

5. Affordable Housing Incentive Ordinance

In accordance with Government Code Section 65915, cities must develop an ordinance specifying methods of providing developers incentives or regulatory concessions to construct affordable housing. The City currently has such an ordinance included in its Zoning Code. The City must provide incentives or regulatory concessions to developers who produce at least: (1) 20% of new residential units for lower-income households, or (2) 10% of the units for very low-income households, or (3) 50% of the units for senior citizens. In return for the incentive or regulatory concession(s), the developer must ensure continued affordability for a minimum of ten years and in some cases up to 30 years.

6. Senior Citizen Incentive Use Permit Ordinance

By providing flexibility in zoning regulations, the Use Permit (UP) can be utilized to stimulate development of certain types of uses. A Senior Citizen UP Ordinance that reduces development standards, i.e., unit size, on projects designated for occupancy by persons over the age of 62, could increase the viability of these developments. The City currently has an ordinance that allows for a density bonus and alternative development standards for housing development where at least 50 percent of the units are for senior citizens. The Ordinance will be amended to include a requirement that 25 percent of the units in the project are affordable to Lower Income households (80 percent or below of median income as determined by HUD).

7. Section 202 Elderly or Handicapped Housing

Under this federally administered program, direct loans are made to eligible, private nonprofit sponsors to finance development of rental or cooperative housing facilities for occupancy by elderly or handicapped persons. The interest rate on such loans is determined annually. Section 8 funds are made available for all of the Section 202 units for the elderly. Rental assistance for 100 percent of the units for handicapped persons has also recently been made available.

Private, nonprofit sponsors may qualify for Section 202 financing loans. Households of one or more persons, the head of which is at least 62 years old or is a qualified non-elderly handicapped between the ages of 18 and 62, are eligible to live in these units.

8. Granny Flats

A Granny flat is a second unit that is specifically designated for occupancy by senior citizens.

Government Code Section 65852.1 authorizes localities to grant a zoning variance, special use permit, or use permit for a second unit if the dwelling is intended for the sole occupancy of either one or two adults over the age of 62. The floor maximum established by State Law is 30 percent of the existing living area for an attached dwelling, and 1,200 square feet for detached dwellings. As with second units, granny flats can provide affordable housing for low income households.

9. Community Development Block Grant Funds

Through the Community Development Block Grant (CDBG) program, HUD provides funds to local government for a range of community development activities that benefit lower income households. Cities with a population of 50,000 or more are entitlement cities and can administer CDBG funds. Non-entitlement cities must rely on the local housing authority for administration

of funds. In Orange County, the Orange County Housing/Community Development Program Office is responsible for distributing CDBG funds.

The City of Laguna Niguel has received \$45,000 in funding for its first year allocation from the CDBG program. This program is administered by the County of Orange, Environmental Management Agency/Housing Community Development (EMA/HCD) Program Office. A portion of the funding, \$20,000, was allocated to provide low-interest loans, deferred payment loans and grants to benefit low- and moderate-income households for rehabilitation of private properties. The remaining funds, \$25,000, have been utilized to conduct a needs assessment by which the City can determine the need for various projects for low- and moderate-income residents.

10. Housing Trust Fund

Faced with an increased housing need and diminished federal support for low and moderate income housing, communities are increasingly turning to Housing Trust Funds as a means to address their local housing problems. A Housing Trust Fund is a legal mechanism for receiving and distributing monies slated for, and dedicated to, the provision of affordable housing.

Housing Trust Funds, created by ordinance or legislation at the city, county or state level, must accomplish two objectives. First, revenue sources must be identified and dedicated. Second, the Housing Trust Fund must be established as a distinct entity capable of receiving and distributing monies. The former provides an on-going source of funding for the Housing Trust, and the latter is critical as it places the fund outside the realm of the annual budgeting process.

A variety of public and private revenue sources are utilized in Housing Trust Funds. Private funds include primarily funds or the interest earned from accounts held in financial institutions. Grants, donations and contributions constitute other sources of private funds. Public funds include taxes or fees dedicated in whole or part to the Housing Trust Fund. The four major revenue source categories are:

- Revenue from Development Ordinances, Fees or Taxes,
- Revenue from Real Estate or Development Activity,
- Market-Based or Private Revenue Sources, and
- Revenue Generated from Government Programs.

Revenue obtained from public and private sources are used to fund on-going housing programs, develop new programs and award requests for proposals from eligible applicants. Housing Trust Funds can be awarded to local non-profits to purchase units eligible to convert to market rate units.

11. Homesharing

Orange County Senior Services coordinates fifteen Senior Citizen Homesharing Programs throughout the County. These programs provide referral/matching services to people with limited incomes seeking housing as well as owners that wish to share their homes. Homesharing serves the renter by providing a low-cost alternative to rental units and supplements the income of the home owner. In addition participants, which are typically seniors, are provided with companionship. The primary population served are the elderly; 63 percent of referrals are made to people over the age of 60.

South County Senior Services serves the City of Laguna Niguel as well as other southern Orange County jurisdictions. This program relies on CDBG funds, the Orange County Housing Authority and participating cities.

The Homesharing Program has matched over 1,000 persons in Orange County since its inception in 1985. Records detailing the number of referrals in the City of Laguna Niguel are not available. However, according to South County Social Services, a need for alternative housing arrangements exists in any area where the cost of a one-room apartment exceeds \$650 - the maximum monthly benefit for Social Service recipients.

12. Reverse Mortgage Program

This program targets homeowners that are cash poor but have substantial equity built into their homes. Homeowners can draw needed income from the accumulated equity in their home through a reverse mortgage. The reverse mortgage is a deferred payment loan, or a series of such loans, for which a home is placed as security. Reverse mortgage programs typically permit homeowners to borrow up to 80 percent of the assessed value of their property, receive needed principal of up to 25 percent of the loan, and receive monthly annuity payments for the life of the loan.

The Orange County Housing Authority has been certified by HUD to provide counseling services for individuals seeking this type of loan. Responsibilities include: provide counseling services to seniors interested in applying for this loan; working with private lending institutions providing these loans; and working with seniors in completing loan applications. South County Senior Services is currently seeking certification by HUD to administer this program.

13. Equity Sharing

Equity sharing allows lower-income households to purchase a home by sharing the cost of home ownership with an investor-sponsor. The investor and occupant combine resources for the downpayment and subsequent house payments. The equity earned from appreciation of the unit is split between the occupant and the investor/sponsor, according to a pre-arranged agreement.

This program is flexible and can be tailored to the individual needs of investors and occupants. Current investors in the equity sharing programs include the State Department of Housing and Community Development, local government, private developers and lenders, and non-profit agencies.

14. Condominium Conversion

The conversion of rental properties to condominiums may result in the displacement of existing tenants. Some of these tenants may be unable to purchase their units because monthly payments may exceed rental costs, and others may lack sufficient funds to make a downpayment.

A number of multi-family complexes were developed in the City and these units satisfied County affordable housing requirements. In order to mitigate the impact of displacement resulting from conversion of these apartment units into condominiums, the City will apply its condominium conversion ordinance to protect existing tenants. The Ordinance requires that an applicant complete a Housing Report which addresses the balance of housing in the area and vacancy rates. A relocation Plan is also required to ensure that successful relocation of the tenants occurs. The Ordinance also requires adequate notice to tenants and provides that tenants have a preemptive right to purchase their unit. The Ordinance shall also incorporate Section 65915.5 of the Government Code which addresses incentives for developers who provide low- and moderate-income units in the proposed condominium project.

15. HOME Program

As part of the passage of the Cranston-Gonzalez National Affordable Housing Act of 1990, the Department of Housing and Community Development (HCD) will allocate approximately \$42.6 million in federal funds from the HOME Investment Partnership Program. These funds may be used for rehabilitation, site acquisition of land or structures, tenant-based rental assistance, or new construction.

H. Inventory of Land Suitable for Residential Development

1. Vacant Land

A vacant land use summary prepared by the City estimates that an additional 4,658 dwelling units could be constructed in the City. A total of 2,923 units could be developed on land designated as Residential Detached, and 1734 units on lands designated as Residential Attached. Table H-28 provides a summary of residential development potential by Community Profile Area.

Table H-28 Future Residential Development Potential by Profile Area			
Planning Area	Attached	Detached	Total
1	--	--	--
2	433	1,100	1,533
3		35	35
4	75	--	75
5	562	38	600
6	196	46	242
7	--	329	329
8	--	86	86
9	--	14	14
10	--	152	152
11	243	335	578
12	225	725	950
13	--	64	64
14	--	--	--
Total	1734	2923	4658

Of the total number of residential units that could be constructed, only 101 units do not have some type of entitlement. The remaining 4,557 units are either subject to a Development Agreement, Vesting Tentative Tract Map, or Final Tract Map.

Appendix A is a site-by-site analysis of land suitable for future residential development.

I. Opportunities for Energy Conservation

There are many opportunities for conserving energy in new and existing homes. Construction of energy efficient buildings does not lower the price of housing. However, housing with energy conservation features should result in reduced monthly occupancy costs as consumption of fuel and energy is decreased. Similarly, retrofitting existing structures with energy-conserving features can result in a reduction in utility costs. Examples of energy conservation opportunities include weatherization programs and home energy audits; installation of insulation; installation or retrofitting of more efficient appliances, and mechanical or solar energy systems; and building design and orientation which incorporates energy-conservation considerations.

The City enforces all provisions of Title 24 of the California Administrative Code, which provides for energy conservation features in new residential construction.

J. Housing Needs

1. FUTURE HOUSING NEEDS

State housing element law requires that each city analyze its existing and projected housing needs for all income levels. This analysis must include a locality's fair share of the regional need. The distribution of regional need is prepared by the Southern California Association of Governments (SCAG) in its Regional Housing Needs Assessment (RHNA). The current RHNA was prepared in 1988 and assessed the regional housing need for the five year period 1989-1994. However, when RHNA was being prepared, the City of Laguna Niguel had not incorporated, therefore, the City was not assigned a regional need by SCAG. In the absence of RHNA numbers for the City, HCD has indicated that the City can estimate its own future housing need based on its growth projections, and RHNA methodology. SCAG's next scheduled release of RHNA numbers is June 30, 1993. The City will incorporate these numbers into its 1994 Housing Element update.

State housing element law requires that each city develop a five-year program of actions designed to meet its regional need. Therefore, in developing the City's regional need, the planning period 1992-1997 was used. The City's regional need is calculated by taking into consideration the City's growth over the five-year period and adjusting it for the current vacancy need and demolitions. It is projected that during the five-year period, the City will experience a growth of 2,050 dwelling units. Since Laguna Niguel's vacancy rate is higher than the ideal vacancy used throughout the region, 1,473 dwelling units can be credited against the projected growth in order to attain the ideal vacancy rates. It is not projected that there will be any demolitions which need replacing, therefore, the City's regional need is 577 dwelling units.

State law requires that the City's regional need be distributed on the basis of income in order to avoid concentrating lower income units in jurisdictions which already have a high concentration. This calculation takes into account the current distribution of household income compared to the regional average. Based on SCAG methodology, the City must distribute their share of the regional need as follows:

Table H-29
Projected Regional Demand in Laguna Niguel
1992 - 1997

Household Growth	Net Vacancy Adjustment	Demolition Adjustment	Total New Units
2,050	- 1473	0	577

Table H - 30
Total New Units Distributed By Income

Very Low	Lower	Moderate	Upper	Total
82	100	118	277	577
14.2%	17.4%	20.5%	47.9%	100%

2. Units Eligible for Conversion

In 1989, the Government Code was amended to include a requirement that localities identify and develop a program in their Housing Elements for the preservation of assisted, affordable multi-family units. Subsequent amendments have clarified the scope of the analysis to also include units developed pursuant to inclusionary housing and density bonus programs. In the preservation analysis, localities are required to provide an inventory of assisted, affordable units that are eligible to convert within ten years. As part of the analysis, an estimation of the cost of preserving versus replacing the units is to be included, as well as programs designed to preserve the affordable units.

The California Housing Partnership Corporation provides an inventory of federally subsidized rental units at risk of conversion. The 1991 Update, which identifies units at risk through the year 2008, identifies apartment complexes in Laguna Niguel. The Use of Housing Revenue Bond Proceeds: Annual Summary 1991 prepared by the California Debt Advisory Commission (CDAC), and the Orange County Administrative Office (CAO), additionally provided a listing of units receiving bond financing. The expiration of the project qualifying periods for the affordable units were obtained by researching original bond records at the CAO.

Under the County IHP/HOP, apartment units were rent restricted for five years, dating from the time of building occupancy. A total of 816 inclusionary units are known to have converted to market rate to date. These units were located at Crown Terrace, Seaside Meadows and Pointe Niguel Apartments.

Table H-31 identifies assisted and inclusionary units that are eligible to convert to market rate within twenty years. Even though State Law only requires analysis of a ten year period, the table identifies assisted units which are scheduled to convert to market rate within 20 years. As noted in the table, all of the existing inclusionary units in the City are eligible to convert within five years. Some of the dates of termination are provided as a range because the actual date is dependent on the time the affordable unit was released for rent. One of the City's programs is to more specifically determine the exact date each unit is scheduled to convert to market rate. Information is available to determine the date each project is scheduled to convert to market rate, however, additional information is necessary to determine the date each unit, by affordability category, is scheduled to convert. It is important to recognize that MRB and Section 8 units are used to satisfy County affordable housing requirements. Therefore, in cases where both inclusionary and assisted units are provided, the

total number of remaining IHP/HOP, includes the total number of MRB and Section 8 units.

Based on the data provided in the following table, a total of 2,543 apartment units remain in the housing program and are eligible to convert within ten years. This total is further specified as 1,259 L, 783 MI, and 501 MII units.

It should also be noted that as previously discussed, many market rate rents fall into affordable categories. Therefore, just because a project is scheduled to convert to market rate does not necessarily mean that all of the units will no longer fall into an affordable category.

Table H-31
Assisted and Inclusionary Units Eligible for Conversion

Inclusionary Housing Program/Housing Opportunities Program								Bond and Section 8 Programs					
Name	Location	Units	L	MI	MI I	Total Units	Termination Date	Program	VL	L	Total Units	Termination Date	Total Units
Alicia Park	23698 Niguel & Aliso Pkwy. 92677	Apts	—	—	—	—	—	FHA - Section 221(D)(4) Section 8-New Construction	56		56	4/4/2004	56
Country Club Villas	30902 Clubhouse Drive 92677	Apts.	98	101	62	261	11/95	MRB: Issue U	28	28	56	11/1/2009	261
Crown Terrace	30122 Niguel Road	Apts.	Terminated					MRB: Issue B/1985	17.5*	17.5*	35	5/31/96	35
Hidden Hills	29987 Tessier 92672	Apts.	124	124	61	309	8/93	MRB: Issue U/Series C, 1995	32	32	64	12/8/95	309
Laguna Gardens	24348 Azal Court 92656	Apts.	372			372	7/93	MRB: Issue AA/1985	37	37	74	12/30/99	372
Laguna Serrano	30001 Golden Lantern 92677	Apts.	129	129	64	322	8/92-6/93	MRB:	33.5*	33.5*	67	4/12/2000	322
Milano	25261 Vio Lido 92656	Apts.	10	10	5	25	12/94	—	—	—	—	—	25
Niguel Summit I	30252 Pacific Island Drive 92677	Apts.	96	51	11	158	9/94-8/95	MRB: Issue U/Series A, 1985	17	17	34	10/7/2001	158
Pointe Niguel	29781 Niguel Road 92677	Apts	Terminated					MRB: Issue E/1985	32.5*	32.5*	65	6/1/95	65
Seaside Meadows	31 Seaport 92677	Apts	Terminated					MRB: Issue C/1984	60	60	120	6/28/97	120
Seaview Summit	102 Island 92677	Apts.	48			48	10/94	MRB: Issue X, 1995	10	10	20	1/31/2005	48
Ventana	28188 Moulton Pkwy. 92656	Apts.		230	230	460	10/93						460
Villa La Paz	24275 Avenida Breve 92653	Apts	100			100	Will terminate with Section 8 Contract ^{***}	FHA - Section 221(D)(4) Section 8 - New Construction	100		100	6/17/91 ^{***}	100
Windridge	24922 Hidden Hills Rd. 92677	Apts.	138	138	68	344	5/93-6/94						344
Sub Total			1,115	783	501	2,399			423.5	267.5	691		
Total			1,391	783	501	2,675							2675

* It is recognized that .5 units cannot be provided; .5 indicates that no less than the preceding whole number shall be provided.

** These units, according to recent rent rolls, remain in program. However, termination dates based on Certificates of Use and Occupancy not available.

*** The initial term of the Section 8 contract has expired. However, the property owner has indicated a desire it to remain in program until 6/17/2001.

MRB - Multi-family Housing Revenue Bond

MRB and Section 8 units used to satisfy County affordable housing requirements. Therefore, the totals for IHP/HOP, MRB and Section 8 units are not additive; rather the MRB and Section 8 units are included in the totals for IHP/HOP units.

The cost of conserving the assisted and inclusionary units is estimated to be significantly less than that required to replace the units through new construction.⁸ Detailed information is not available to calculate the difference in cost between preserving and constructing units affordable to low income households. However, conservation of assisted units generally requires subsidizing the difference between market-rate and assisted rents. Based on the worse case scenario, it is estimated that the subsidy of a one-bedroom unit affordable to very low income persons would cost approximately \$3,000 per year. The difference between very low income and market rate rents requires the most subsidy. Preserving low and moderate income units does not require as much subsidy. Since land prices and land availability are generally the limiting factors to development of low income housing, it is estimated that subsidizing rents to preserve assisted housing is more feasible and economical than new construction.

With regard to Section 8 projects, the property owner can opt to terminate its Section 8 contract (opt-out), or renew the contract for another five years. The primary incentive for Section 8 property owners to opt-out is the higher rent that would be paid for these units at market value.

In order for the property owner to successfully opt-out of the Section 8 contract, the owner must satisfy certain procedural requirements. A Notice of Intent (NOI) must be filed with HUD one year before the termination date that indicates the owner's intent to convert the units to market rate. Failure to file an NOI within the specified timeframe, or follow the other procedures to opt-out of the Section 8 contract, results in an automatic contract roll-over for five years.

Upon filing of an NOI, HUD may offer several incentives to property owners to remain in their contracts including re-financing the property mortgage, and establishing higher rents charged for the projects.

Pursuant to Section 65863.10 of the Government Code, the property owner of a Section 8 project must also provide 6 month advanced notification of each tenant household if the property owner intends to terminate the Section 8 contract. The notice must indicate the anticipated date of conversion and anticipated rent increase. The property owner is also required to serve notice to the City of Laguna Niguel.

Presently, the City has identified one non-profit corporation, The Orange County Community Housing Corporation, which has the legal and managerial capacity to acquire and manage affordable housing developments. The City is also researching Civic Center Barrio, Affordable Housing Opportunities, and Jamboree Housing Corporation as non-profit corporations which may have the legal and managerial capacity to manage affordable housing projects.

⁸

According to HCD's Policy Paper Housing Analysis: "Preservation of Assisted Units", the cost of preserving versus replacing at risk units can be described qualitatively, i.e., higher or lower, versus in terms of actual cost amounts.

K. Governmental Constraints

The Governmental constraints section of the Housing Element addresses actual and potential City governmental constraints, including policies, standards, requirements or actions, imposed upon the development of housing for all income levels. Although federal and state agencies play a role in the imposition of governmental constraints, these agencies are beyond the influence of local government and are therefore not addressed in this document. The following factors may be actual or potential constraints to the maintenance, improvement, and/or development of housing for all income levels in Laguna Niguel: land use controls; building codes; processing procedures; and development fees.

1. Land Use Controls

There are two major sources of land use controls within the City: Development Agreements, and zoning regulations.

Development Agreements

The City of Laguna Niguel incorporated in December of 1989 and is subject to pre-existing development agreements between developers and the County of Orange. Section 65864 of the Government Code outlines the provisions for development agreements. More specifically, Section 65865.3 states that development agreements approved by a county, prior to incorporation of a city, shall remain valid for the duration of the agreement or eight years from the effective date of incorporation. Three of the four Development Agreements in the City of Laguna Niguel are in full force and effect until December 31, 1998 and the fourth agreement is in effect until April 21, 1997.

Development Agreements are a mechanism for a developer to secure entitlement to real property. The development agreements in the City of Laguna Niguel establish specific land uses, park dedication requirements, development fees, infrastructure improvements, density, and affordable housing requirements. Developments are however, subject to the development standards in place at the time of development.

A vacant land analysis was conducted by the City which indicates that there are vacant sites to accommodate 4,658 future dwelling units prior to build-out. Of these 4,658 future units, all but 101 units are located in areas subject to development agreements. Therefore, the City has limited ability to change the land use designations or density of the majority of the remaining residential development.

Zoning Regulations

The City of Laguna Niguel inherited a number of land use controls administered in the community by the County prior to its incorporation. The City inherited seven Planned Community's, two Specific Plans, areas with conventional zoning, and a Local Coastal Program.

Both Planned Communities and Specific Plans are special types of zoning districts established to develop regulations which are applicable to a specific area. As part of the development of Planned Communities and Specific Plans, regulations for each district must also be established. The Planned Community Program requires that a Planned Community (PC) Text and Development Plan be adopted to establish specific development regulations. The development of a Specific Plan also requires the adoption of development standards.

In addition to inheriting Planned Communities and Specific Plans, the City inherited various types of permits which are part of the County's Land Use system. Feature Plans are one type of permit which conceptually describes a proposed development for an identified and relatively large area. The purpose of the feature plan is to describe how significant natural and man-made features will be preserved or developed and how large scale planning issues of special concern will be addressed. Area Plans are another type of permit which is similar to a feature plan, except that an area plan contains more detailed information and addresses a smaller area than the feature plan. Other types of permits include Use Permits, Site Development Permits, and Variance Permits. These permits are all project specific and provide for either the review of a specific project proposal or a deviation from the established development standards.

Zoning regulations have been established either in the zoning code inherited from the County, or in each Planned Community or Specific Plan. Zoning regulations include height, density, lot area, lot coverage, yard setbacks, and parking requirements. Table H-32 shows a comparison of some of the zoning regulations for the various zoning districts in the Planned Communities and conventional zoning areas.

In addition to establishing specific site development standards, the zoning code contains the following other ordinances which affect land use:

Condominium Conversion Ordinance requires a use permit in order to convert existing rental units to condominiums. The use permit requires that each application contain a condominium conversion program which details how affordable housing will be achieved, an analysis of the balance of the housing in the community, vacancy rates, and a relocation plan.

Affordable Housing or Senior Citizen Housing Incentive Use Permit. This ordinance is designed to facilitate affordable housing and facilitate housing developments where at least 50% of the dwelling units are for senior citizens.

Hillside Protection Ordinance (HPO) was adopted in response to the City's unique land forms. The HPO was designed to regulate hillside development with the purpose of: protecting public health and safety; minimizing impacts to biological resources; and ensuring that the integrity of landforms are preserved. The HPO applies grading standards, in the amount of contouring of manufactured slopes, and includes landscaping requirements and limitations on development in steep areas.

The City's current land use regulatory system contains a number of different levels of land use regulation, as described above. This system could be considered a constraint to the production of housing within the City. One of the City's programs is to adopt a comprehensive zoning ordinance as part of the implementation of the General Plan. The City is considering consolidating all of the planned communities and specific plans in an effort to stream-line the land use regulatory process. The actual site specific zoning regulations are not considered a constraint to the production of housing within the City. The zoning regulations are necessary to preserve the health, safety and welfare of the community as well as the aesthetic development standards established in the community. However, it is recognized that in the development of housing for very low or low income households, some of the zoning regulations may be considered a constraint to the development of such housing. Therefore, as outlined in the programs section of this element, the City will, as part of its new zoning ordinance, adopt provisions for the waiving of development standards for developments which provide housing to very low and low income households.

Table H-32
City of Laguna Niguel
Residential Development Standards

	Building Site Area	Building Height	Building Site Coverage	Front	BUILDING SETBACKS		Street/PL
					Side	Rear	
Laguna Niguel PC							
Single Family Detached	3000 s.f. min.	35 feet	No maximum	10 feet	10 feet total	15 feet	10 feet
Attached Single Family	3000 s.f. min.	35 feet	No Maximum	NA	No min.	No min.	10 feet
Cluster subdivision	No Minimum	35 feet	60%	None	None	None	10 feet
Multi-Family Dwellings	3000 s.f. min.	35 feet	60% maximum	None	None	None	20 feet
Colinas de Capistrano PC							
Single Family Detached	3000 s.f. min.	35 feet	60% maximum	10 feet	10 feet total	10 feet	8 feet
Attached Single Family	2000 s.f. min.	35 feet	60% maximum	NA	No min.	No min.	5 feet
Cluster Subdivision	No Minimum	35 feet	60%	None	None	None	10 feet
Multi-Family Dwellings	5000 s.f. min.	35 feet	60% maximum	None	None	None	10 feet
Country Village PC							
Single Family Detached	3000 s.f. min.	35 feet	60% maximum	10 feet	10 feet total	10 feet	8 feet
Attached Single Family	2000 s.f. min.	35 feet	60% maximum	NA	None	None	5 feet
Cluster Subdivision	No Minimum	35 feet	60%	None	None	None	10 feet
Multi-Family Dwellings	5000 s.f. min	35 feet	60% maximum	None	None	None	10 feet
Bear Brand PC							
SFD (Rural Estate)	8000 s.f. min.	35 feet	No Maximum	20 feet	8 feet	25 feet	NA
SFD (Urban Conventional)	5000 s.f. min.	35 feet	No Maximum	10 feet	10 feet total	15 feet	10 feet min
Attached Single Family	2000 s.f. min.	35 feet	No Maximum	None	None	None	10 feet min
Cluster Subdivision	No Minimum	35 feet	70%	None	None	None	15 feet min
Multi-Family Dwellings	5000 s.f. min.	35 feet	60% maximum	None	None	None	15 feet
Beacon Hill PC							
Conventional Subdivision	6500 s.f. min.	35 feet	35% maximum	10 feet	10 feet total	0 feet	10 feet min
Planned Concept Subdivision			To be determined via Site Plan Review				
Cluster Subdivision			To be determined via an approved Use Permit				
Multi-Family Dwellings	NA	None	40% maximum	20 feet	0 feet	0 feet	20 feet plus 5 feet/story over 2
Bear Brand Hill PC							
Conventional Subdivision	5000 s.f. min.	35 feet	no maximum	10 feet	10 feet total	0 feet	10 feet min
Planned Concept Subdivision			To be determined via an approved Use Permit				
Multi-Family Dwellings	7200 s.f. min.	45 feet	no maximum	20 feet	5 feet	25 feet	no change
South Laguna Specific Plan							
Residential Single Family							
RSF-4 (Detached)	5000 s.f. min.	35 feet	44% maximum	5 feet	10 feet total	10 feet	5 feet
RSF-4 (Attached)	3000 s.f. min.	35 feet	45% maximum	5 feet	None	None	5 feet
RSF-6 (Detached)	5000 s.f. min.	35 feet	35% - 44% maximum	20 feet	5 feet minimum	25 feet	None
RAM-1	7200 s.f. min.	35 feet	50% maximum	5 feet	5 feet	5 feet	None
RAM-2	7200 s.f. min.	35 feet	45% maximum	20 feet	5 feet	25 feet	None
Conventional Zoning Districts							
Residential Hillside Estates" RHE	10000 s.f. min.	35 feet	35% maximum	10 feet	8 feet	25 feet	10 feet
"Residential, Single Family" RS	7000 s.f. min.	35 feet	35% maximum	10 feet	10 feet total	0 feet	10 feet
"Single- Family Residence" R1	7200 s.f. min.	35 feet	no maximum	20 feet	5 feet	25 feet	20 feet

2. Subdivision Ordinance

State law requires local governments to adopt a Subdivision Ordinance. The Subdivision Ordinance governs the process of converting raw land into development sites.⁹ State Law grants local governments the authority to regulate the design and improvement of subdivisions, and to impose dedication and exactions on developers. The Subdivision Map Act establishes statewide uniformity in local subdivision procedures; standards for design and improvements are left to local government discretion.

The Subdivision Map Act distinguishes between subdivisions consisting of five or more parcels, and ones consisting of four or less parcels. The former subdivision requires a Tract Map, and the latter only a Parcel Map. In 1984, the legislation was amended to establish the Vesting Tentative Map. The approval of a Vesting Tentative Map confers a vested right to proceed with development in substantial compliance with the ordinances, policies, and standards in effect at the time the application for approval of the Vesting Tentative Map is complete. The Final Map must be approved if in substantial compliance with the approved tentative map. However, if general plan and zoning designations have been changed, the developer may not have the right to develop, unless the tentative map was a vested one.

The Vesting Tentative and Final Maps approved in the City, prior to its incorporation, are a major constraint to the production of housing. The basic use and design of developments on the majority of remaining vacant residential lands in the City have been established via County approval of these maps. Ninety-seven percent of the future dwelling units in the City have either a vesting tentative or final map or are subject to a development agreement.

3. Building Codes

Building Codes regulate the physical construction of dwellings and include plumbing, electrical and mechanical divisions. The purpose of the Building Code and its enforcement is to protect the public from unsafe buildings and unsafe conditions associated with construction. The City of Laguna Niguel enforces the Uniform Building Code as established by State Law.

State Law affords local government some flexibility when adopting the uniform codes: the building codes can be amended based on geographical, topological or climatological considerations. Further, State Housing Law provides that local building departments can authorize the use of materials and construction methods other than those specified in the uniform code if the proposed design is found to be satisfactory and the materials or methods are at least equivalent to that prescribed by the building codes. The Building Code adopted by Laguna Niguel is similar to those used by other local governments, and therefore does not pose any special constraints on the production or cost of housing.

⁹

Note: Condominium and stock cooperative conversions are also subject to the Subdivision Map Act.

4. Processing Procedures

Processing times for both building and planning permits, is typically seen as a potential constraint to the production of affordable housing.

Building

Building review contains both plan check review and inspection. Both of these procedures have different time schedules. For building review, the City has the established policy that the City's building plan review for most types of construction will occur within fifteen days from the date of submittal. Plan review for highrise commercial structures is significantly longer. In actuality, the plan check time for most residential structures is ten days. Also as part of the building plan check review process is grading plan check. The City policy for grading plan check review is also 15 days, which can occur concurrently with building plan check.

Building and grading inspections are required during the construction of a development. For building inspection, the City has a special 24 hour telephone line with an answering machine to take inspection requests. If the inspection request is received prior to 3:30 P.M., the inspection will take place the next working day. If the inspection request is received after 3:30 P.M., the inspection will occur the second working day from the date of inspection request. The grading inspection system operates the same as the building inspection system.

Planning

The California Government Code establishes permitted time periods for local agencies to review and act upon private development proposals. These time restrictions for discretionary permits are identified in Table H-33.

Table H-33 Development Processing Time Limits	
Item	State Maximum
General Plan Amendment	None
Zone Change	None
Subdivision Action on Tentative Map	50 days
Environmental Documentation Additional Data Needed - Notice to Applicant	30 days
Determination of Negative Declaration or EIR Requirement	45 days
Completion of Negative Declaration	60 days
Certification of Final EIR	1 year

Table H-33 Development Processing Time Limits	
Item	State Maximum
Variances, Use Permits, Site Plans, Grading Permits	
Additional Data Needed- Notice to Applicant	30 days
Final Action on Project	1 year

In an effort to streamline the development process, the City prepared a Master Environmental Assessment as part of the General Plan program. The MEA serves to:

- Centralize data on environmental conditions
- Expedite environmental review process
- Minimize cost of environmental review
- Ensure responsible development patterns

The development review process in Laguna Niguel is governed by three boards: the Environmental Review Board, the Planning Commission, and the City Council.

The ERB is comprised of three citizens appointed to the ERB by the City Council and two City Council members. The purpose of the ERB is to review environmental documentation and assist in the determination of whether a Negative Declaration or Environmental Impact Report is necessary. If an EIR is required, the ERB assists in determining the scope of work for the EIR. Additionally, the ERB is responsible for the issuance of Negative Declarations. The ERB holds its regular meetings on the first Wednesday of each month. However, the ERB often holds special meetings to accommodate the schedules of various projects. Generally, the processing time for the ERB is two weeks. There are cases where the processing times have been longer than two weeks, however, State Law has established specific processing time limits for environmental review and the City's environmental review process complies with the time limits established by the State.

The Planning Commission is comprised of five citizens appointed by the City Council. All development proposals, environmental actions, zone changes, and general plan amendments are reviewed by the Planning Commission. The Planning Commission meets the second and fourth Tuesday of each month.

The City Council is comprised of five elected officials. Generally, development projects are not reviewed by the City Council unless there is an appeal. However, the City Council does review General Plan Amendments, zone changes, and certifies Environmental Impact Reports if the proposal requires action by the City Council. The City Council meets the first and third Tuesday of each month.

5. Fees

The Building Industry Association of Southern California conducted an intensive survey in November 1991 of land development fees imposed by all jurisdictions located in Orange County. Jurisdictions participating the survey were asked to identify fees in the context of a hypothetical 50-home detached subdivision. The survey included permit processing and capital facilities fees. Capital facility fees, however, are omitted in this discussion, as they are established by special districts which are not subject to local government discretion.

State law prohibits localities from establishing permit fees that are in excess of processing costs.

Table H-34 provides a summary of development fees for the City of Laguna Niguel as well as the cities of Dana Point, Laguna Beach and Mission Viejo. The latter cities are proximate to Laguna Niguel and provide a measure of comparison for the City of Laguna Niguel's fee schedule.¹⁰

Development fees in the City of Laguna Niguel are comparable to those of surrounding cities. Transportation corridor and coastal area road improvement fees are significant in relation to other forms of development fees. These fees, which are established by the Board of Supervisors and the Foothill and San Joaquin Hills Transportation Corridor Agencies, are unique to jurisdictions located in south Orange County and in coastal areas.

¹⁰

The fee schedules presented in the Table are as of November 1991. It is recognized that jurisdictions could have subsequently updated these schedules.

Table H-34 Development Fee Schedule				
Fee Category	COST PER UNIT			
	City of Laguna Niguel	City of Dana Point	City of Laguna Beach	City of Mission Viejo
ENVIRONMENTAL				
• Initial Determination	\$15	\$16	N/A	N/A
• Negative Declaration	N/A	N/A	\$2	\$310
• EIR Processing	\$54	\$40	\$15	\$34
• Environmental Review	\$34	N/A	N/A	N/A
• Categorical Exemption	N/A	N/A	\$1	N/A
PLANNING				
• General Plan Amendment	\$130	\$40	\$20	\$89
• Zone Change	\$32	\$40	\$20	\$21
• Tentative Tract Map	\$59	\$79	\$336	\$79
• Site Plan Review	\$43	\$40	\$2	\$39
• Tentative Parcel Map	N/A	N/A	N/A	\$42
• Area Plan	N/A	N/A	N/A	\$14
BUILDING				
• Building	\$1,296	\$766	\$858	\$813
• Plan Check	\$882	\$536	\$658	\$622
• Electrical	Inc.	\$135	\$96	Inc.
• Mechanical	Inc.	\$153	\$17	Inc.
• Plumbing	Inc.	\$89	\$17	Inc.
• Title 24	N/A	\$54	N/A	N/A
ENGINEERING & SUBDIVISION				
• Final Tract Map	\$67	\$67	\$30	N/A
• Sewer	\$58	per Agency Schedule	\$59	\$77
• Water	\$72	per Agency Schedule	\$50	\$89
• Storm Drain	\$18	per Agency Schedule	\$74	\$92
• Street	\$296	per Agency Schedule	\$250	\$132
• Grading	\$1,180	per Agency Schedule	\$19	\$71
CAPITAL FACILITIES & CONNECTIONS				
• Transportation Corridor	\$2,822	\$1,588	\$0	\$2,399
• Coastal Area Road Improvements	\$834 - \$1,384	\$1,349	N/A	N/A
• Foothill Circulation Phasing Plan	N/A	N/A	N/A	\$2,740

Note: 1) Figures are rounded to the nearest dollar.
2) Where a range is used, the actual figure depends upon location and unit type.
Source:
BIA Land Development Fee Survey, 1991-1992.

L. Non-Governmental Constraints

1. Land Prices

Residential land prices in Orange County have risen dramatically since the early 1980's. According to the Construction Industry Research Board (CIRB), the cost of improved residential land in 1989 accounted for 35 percent of the total cost of constructing a single family unit. In contrast, CIRB indicates that the percent of housing cost attributed to land price in 1980 was only 27.8 percent. The increase in land cost in Laguna Niguel can be attributed to the desirability of the community. This includes the community's location, topography, and amenities. The high land costs also trigger higher costs in other areas of development. To balance the high cost of land, developers must increase amenities within the housing unit as well as the community area in order to justify the higher prices paid for the land.

The City of Laguna Niguel is marked by a series of hills and valleys. Niguel Hill, located in the southwestern portion of the City, is the point of highest elevation at 936 feet. Several of the valleys in the City contain waterways which pass through the City. The City contains the Salt Creek, Aliso Creek, and Oso Creek.

The topography is the primary cause of increased land and construction costs of new development in the City. Land prices are increased because the majority of homes in Laguna Niguel are considered "view lots". The two predominant views are the Pacific Ocean to the south and west and the Capistrano Valley and Saddleback Mountain to the north and east. "View" properties substantially increase the price of land.

2. Vacancy Rate

Based on data from the 1990 Census, the City of Laguna Niguel has a vacancy rate of 9%. This relatively high vacancy rate means that many newly constructed units are not quickly being occupied and absorbed into the system. It is projected that this lack of absorption of new units will cause the rate of future growth in the city to slow down from past trends.

3. Construction Costs

The Real Estate and Construction Report, prepared by the Real Estate Research Council of Southern California during the first quarter of 1992, provides construction cost trend information for the Southern California area. According to the report, construction costs for apartment and single-family residences have increased steadily since 1976.

The report analyzes the construction costs for various types of developments. The construction costs only include the materials and labor of construction. Land prices,

building and development fees, and any other required fees are not included in the construction cost figures. Construction costs for a low rise, Class D, apartment complex is approximately \$38 per square foot. These rental units would be of average construction and finished with carpeting and tile. Construction costs for single-family units are significantly higher. The cost for constructing a single-family, one-story, wood framed unit is approximately \$46 per square foot.

The hilly topography also increases construction costs because of the substantial amounts of grading necessary. The increased amounts of grading result in construction costs higher than in flat areas. Since construction costs are less in the flat areas the competition of uses in those areas is heavy. A development must include roads and parks, both of which require flat land. Therefore, the opportunity to develop residential uses on the flat land in the City is limited.

4. Financing Costs

Interest rates have the greatest impact on the ability to construct or purchase a home. Interest rates, however, are determined by national policies and economic conditions and, as such, local government can do little to affect these rates.

Lending rates for developers are generally 2 to 2.5 percentage points higher than the prime interest rate. The building industry notes that financing for residential development is currently difficult to obtain from the banking community.

Mortgage interest rates for home purchase ranges from nine to ten percent for a fixed-rate 30-year loan. Lower initial rates are available with Graduated Payment Mortgages (GPMs) or Adjustable Rate Mortgages (ARMs). Table H-35 shows the impact of different mortgage interest rates on monthly housing costs.

Table H-35 Monthly Mortgage Payments at Varying Interest Rates			
	Scenario A	Scenario B	Scenario C
Purchase Price	200,000	200,000	200,000
Down Payment	10%	10%	10%
Loan Amount	180,000	180,000	180,000
Interest Rate	8%	10%	12%
Monthly P & I	1,321	1,580	1,852
Est. Property Taxes, Insurance	200	200	200
Total Housing Expense	1,521	1,780	2,052
Required Monthly Income	4,562	5,339	6,155
Required Yearly Income	54,748	64,067	73,854
Source: The Planning Center, 1991.			

5. Developers' Perception Of Marketability

Developers generally design their projects to attract a specific segment of the market. Depending on what market is being attracted, developers frequently include in their housing developments a variety of amenities not required under the City's zoning, subdivision, or building codes. Examples of such amenities include increased open space, additional parking spaces, and lower densities than are required by City

regulations. While the City does impose minimum requirements on developers, it can not realistically prevent developers from imposing more stringent requirements on themselves.

6. Fiscal Solvency

Fiscal solvency is very important to the integrity of the City. Without a sound financial base, the City cannot operate or provide services to the public. The City derives its fiscal solvency from commercial development, primarily retail sales tax. Currently the City is developed predominantly as a residential community with 37.3% of the land area dedicated to residential land use. The employee generating land uses, such as retail, office, and industrial uses, only accounts for 4.3% of the land area. Therefore, in making future land use decisions, the City must consider the need to maintain fiscal solvency.

III. HOUSING GOALS, POLICIES AND QUANTIFIED OBJECTIVES

A. Housing Goals and Policies

Goal 1 **A diversity of housing opportunities that satisfy the physical, social and economic needs of existing and future residents of Laguna Niguel.**

Intent A balanced inventory of housing in terms of unit type, cost and tenure promotes a range of housing options that is necessary to support an economically and socially diverse community. Adequate public facilities and services are important in maintaining the quality of life valued by Laguna Niguel residents.

Policy 1.1 Ensure that housing is safe and sanitary with adequate public services to accommodate the needs of City residents.

Policy 1.2 Promote the continued maintenance and enhancement of the existing housing stock.

Goal 2 **Affordable housing for all economic segments of Laguna Niguel.**

Intent The housing affordability problem in California is well documented. County housing programs effective in the community of Laguna Niguel, prior to its incorporation, resulted in the production of both affordable for sale and rental units. The City will ensure that pre-existing development conditions in relation to affordable housing are enforced. In addition, the City will develop a monitoring and preservation program for affordable multi-family housing units.

Policy 2.1 Promote a variety of housing opportunities that accommodate the needs of all income levels of the population.

Policy 2.2 Continue administration and monitoring responsibility for the Inclusionary Housing Program (IHP) and Housing Opportunities Program (HOP) previously administered by the County of Orange.

Policy 2.3 Support innovative public, private and non-profit efforts in development of affordable housing, particularly for special needs groups.

Policy 2.4 Pursue all available forms of local, state and federal assistance to support development and implementation of housing programs.

Policy 2.5 Monitor the number of affordable units eligible for conversion to market-rate units and develop programs to minimize the loss of these units.

Goal 3	Equal housing opportunity for all residents in Laguna Niguel.
Intent	To prohibit discrimination in housing practices in accordance with national fair housing law.
Policy 3.1	Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.
Policy 3.2	Support actions to reduce regulatory constraints which impede equal housing opportunities.

B. Quantified Objectives

The purpose of this section is to estimate the maximum number of housing units that could be constructed, rehabilitated, and conserved over the next five-year period (1992-1997). This estimate assumes optimum conditions for the production of housing.

State law recognizes that a locality may not be able to satisfy its housing need. Because of general plan requirements of State law and the constraints identified in this Housing Element, it is not physically, environmentally, or fiscally possible for the City to fully satisfy all of the identified housing needs. Of the constraints identified in this document, the pre-existing development agreements most severely impact the City's ability to influence the production of affordable housing. Environmental, physical and market conditions also exert influence on the timing, type and cost of housing production in a community.

The quantified objectives for the City of Laguna Niguel are based on the County of Orange median income (\$56,346) as calculated by the Center for Economic Research at Chapman University. When the City incorporated, it inherited from the County affordable housing programs based on this median income calculation. As shown in the table below, all of the units to be conserved and 97 percent of the new units, which have inclusionary housing requirements, are subject to affordable housing programs based on this income calculation.

Table H-36 shows the number of units to be conserved and constructed by affordability category. This table is based on County median income. The table identifies that 4,708 units could be constructed in the City. This is an estimate of the total future units. Based on current market conditions and vacancy rate, it is projected that only 2,050 of those units will be constructed over the next five-years.

Table H-36
Quantified Objectives
1992 - 1997

Objective	Very Low	Lower	Mod I	Mod II	Upper	Total
	< 50%	50-80%	80-100%	100-120%	> 120%	
New Units	110	86	217	524	3,771	4,708
Conservation	142	1,093	783	501	0	2,519
Total	252	1,179	1,000	1,025	3,803	7,259

New Units

Of the total 4,708 new units expected to be constructed in the City, 4,575 units have some form of entitlement. All of these entitled units already have been subjected to the County affordable housing requirements. Between 1979 and 1983, the County required that 25 percent of all new residential development with 30 or more units be set-aside as affordable. Subsequent to the Inclusionary Housing Program, the County administrated its Housing Opportunities Program which combined voluntary and mandatory components in order to meet its affordable housing objectives.

As discussed in the Governmental and Non-Governmental constraints sections, the City has very little ability to influence the affordability of new units. Of the 101 non-entitled units, 26 units are located on large unsubdivided parcels of land. All of these units are located in areas where the surrounding land use is predominantly single family detached and the land prices are a constraint to development of housing affordable to low income households.

The 101 units are further detailed in Sites 24, 32, and 33 located in Appendix A of this element. A portion of Site 24 currently contains 100 acres of large separately owned parcels of land currently zoned A-1, agricultural. The A-1 zoning allows for residential construction at a density of four acres per dwelling unit, which would permit 25 units for this area. The surrounding land use is estate size single family detached dwelling units, all with spectacular views of the Pacific Ocean and/or Saddleback Valley. Constraints to the construction of housing units affordable to low income people include zoning, surrounding land uses, and land costs.

Site 32 is a 60.9 acre single ownership parcel also located in the southwestern portion of the City with Pacific Ocean views. The property owner has submitted an application for a vesting tentative tract map for the construction of one single family dwelling unit. Constraints to the development of housing affordable to low income households includes land costs and environmental constraints.

The remaining 75 units, detailed in Site 33, are located on a 3.7 acre parcel of land which is currently zoned for industrial uses. The City is working with the County of Orange to develop a senior housing project on the site. The Land Use Element of the General Plan identifies this potential land use.

Table H-37 identifies the maximum number and affordability of units remaining to be constructed in Laguna Niguel. This table is based on the County's median income. Many of the units are projected to be affordable based on market conditions. For the units without sales restrictions, affordability was estimated using projected sales prices and general assumptions to determine buyer eligibility.

TABLE H - 37
NEW HOUSING UNITS BY INCOME CATEGORY

	PRODUCT	< 50 %	< 80 %	< 100 %	< 120 %	> 120 %	
PROJECT	TYPE	VERY LOW	LOWER	MOD I	MOD II	UPPER	TOTAL
1. Village Niguel Gardens	Attached					226	226
2. Village Niguel Heights	Detach/Attach					175	175
3. S&S Residential attached	Attached			13	100	60	173
4. S&S Residential detached	Detached					959	959
5. Del Caballo	Detached					35	35
6. Del Prado	Attached			62	186		248
7. LNPC Area A	Attached		31	110	105	68	314
8. Nueva Vista North	Detached					38	38
9. Kite Hill	Detached					11	11
10. LNPC Area M	Detach/Attach		40			177	217
11. Park Niguel	Attached					9	9
12. Ivy Glenn Lane	Detached					5	5
13. Highlands North	Detached					186	186
14. Clipper Way	Detached					143	143
15. Palmilla/Coronado Pt	Detached					86	86
16. Southpeak	Detached					14	14
17. Chatelain	Detached					52	52
18. Hidden Hills North	Detached					100	100
19. Golden Lantern East	Detached					47	47
20. Marina Hills	Detached					268	268
21. Encore	Attached			32	91		123

TABLE H - 37
NEW HOUSING UNITS BY INCOME CATEGORY

	PRODUCT	< 50 %	< 80 %	< 100 %	< 120 %	> 120 %	
PROJECT	TYPE	VERY LOW	LOWER	MOD I	MOD II	UPPER	TOTAL
22. Siena	Attached					56	56
23. Monoco	Attached					84	84
24. Bear Brand Ranch	Detached					66	66
25. Camary Pointe	Attached					50	50
26. Andorra	Detached					27	27
27. Bear Brand East	Detached					101	101
28. Bear Brand West	Detached					388	388
29. San Marin	Detached					143	143
30. Bear Brand Attached	Attached				42	133	175
31. Laguna Sur/Monarch Pt	Detached					63	63
32. Hon	Detached					1	1
33. Senior Housing Project	Attached	75					75
Vacant Site Sub Total		75	71	217	524	3771	4658
Granny Units		20	0	0	0	0	20
Homesharing		15	15	0	0	0	30
TOTAL		110	86	217	524	3771	4708

Note: It is anticipated that all future attached developments will be for - sale units.

Rehabilitation

As stated in the Community Analysis, the City's housing stock is in good condition and a need for rehabilitation has not been identified. According to the 1990 Census, the median year of construction for all housing units in the City is 1986. As part of the City's programs, the City will determine annually the number of units in need of rehabilitation. Depending on the rehabilitation need, the City will seek all available funding sources to provide assistance to lower and moderate income households. Priority for funding will be given to lower income households. It is expected that private rehabilitation efforts will be engaged, as needed, in the City. At this time the City has not identified any units in need of rehabilitation.

Conservation

The figures for the number of units to be conserved through 1997 are reflective of Program Number 5, which contains ten corresponding actions. The conservation figures related to each income group are shown on the table below. In cases where both IHP/HOP and Bond/Section 8 units are provided, the total for IHP/HOP includes the number of Bond/Section 8 units.

Table H-38
CONSERVATION OF HOUSING BY INCOME CATEGORY
1992 - 1997

Project	units	IHP/HOP Units				Bond/Section 8 Units			TOTAL UNITS
		L	M I	M II	Total	VL	L	Total	
Country Club Villas	Apts.	98	101	62	261			0	261
Crown Terrace	Apts.				0	17.5	17.5	35	35
Hidden Hills	Apts.	124	124	61	309	32	32	64	309
Laguna Gardens	Apts.	372			372			0	372
Laguna Serrano	Apts.	129	129	64	322			0	322
Milano	Apts.	10	10	5	25			0	25
Niguel Summit I	Apts.	96	51	11	158			0	158
Pointe Niguel	Apts.				0	32.5	32.5	65	65
Seaside Meadow	Apts.				0	60	60	120	120
Seaview Summit	Apts.	48			48			0	48
Ventanja	Apts.		230	230	460			0	460
Windridge	Apts.	138	138	68	344			0	344
TOTAL		1015	783	501	2299	142	142	284	2519

C. Performance Relative to the Regional Housing Needs Assessment (RHNA)

Section 65583(c) of State Law requires each jurisdiction to develop a five-year program designed to meet its housing need. The section further states that if an inventory of new housing sites does not identify adequate sites to meet the regional need, then the program shall provide for sufficient sites with zoning which permits multi-family residential use by right.

The inventory of new housing sites shows a projection of 4,708 total units to be built in the City. However, because of the current vacancy rate and the ability for the housing market to absorb new units, it is projected that only 2,050 units will be constructed over the next five-years. The majority of new units to be constructed have existing entitlements and were required to participate in affordable housing programs established by the County. Because of general plan requirements of State Law and the constraints identified in this Housing Element, it is not physically, environmentally, or fiscally possible for the City to fully satisfy all of the identified housing need.

The following tables show the regional need for the City of Laguna Niguel.

TABLE H - 39 Projected Regional Need in Laguna Niguel 1992 - 1997			
Household Growth	New Vacancy Adjustment	Demolition Adjustment	Total New Units
2,050	- 1,473	0	577

TABLE H - 40 Regional Need Distributed by Income				
< 50%	50-80%	80-120%	> 120%	
Very Low	Lower	Moderate	Upper	Total
82	100	118	277	577

TABLE H - 41 City's Quantified Objectives 1992 - 1997				
< 50%	50-80%	80-120%	> 120%	
Very Low	Lower	Moderate	Upper	Total
110	86	741	3,771	4,708

The previous chart showing the City's Quantified Objectives is based on the County median income of \$56,346, since all of the City's units are subject to County housing programs which use this median income. This income is 8% higher than HUD's median income. Therefore, if the quantified objectives were based on HUD's income, some of the units in each category would shift to a less affordable category.

IV. CITY OF LAGUNA NIGUEL HOUSING PROGRAMS

The Housing Plan identifies specific actions that the City will take to implement the goals and policies of the Housing Element over a five year period. State Law requires that the City update its Housing Element in 1994. Therefore, the five year programs established by the City will be in effect for two years prior to the City developing its five year programs for the next planning period from 1994 - 1999. Pursuant to State law, the Housing Plan for Laguna Niguel must be designed to accomplish the following:

- Provide adequate sites to achieve a variety and diversity of housing.
- Facilitate the development of affordable housing.
- Address and, if necessary, remove governmental constraints.
- Conserve and improve existing affordable housing stock.
- Promote equal housing opportunity.

The housing programs are organized according to the above issue areas. Included in each program is a description of the program's objective and a series of implementing actions. In some instances, the program actions are a continuation of previous implementation efforts undertaken by the County of Orange, prior to incorporation of Laguna Niguel. A number of new programs are also included to respond to the concerns of Laguna Niguel residents.

A Housing Plan Summary follows the programmatic descriptions. The matrix summarizes the intent of each program, and identifies an objective, funding source, agency responsible for implementation and time frame. This format provides a quick reference for users of this document, and facilitates evaluation of the Housing Plan in the next Housing Element cycle.

PROGRAM 1 PROVISION OF ADEQUATE HOUSING SITES

Objective: Identify adequate housing sites for the construction of new housing units to meet the City's identified housing need.

- Action 1: In Appendix A of this document, the City has identified adequate housing sites, for the production of 4,708 units, which will be made available through appropriate land use designations and zoning for the construction of housing units for a variety of income levels in order to meet the City's regional housing need pursuant to Section 65584 of the Government Code.
- Action 2: When requested by property owners, the City shall approve the rezoning of developed or vacant property from non-residential to residential uses when appropriate. These rezoned properties shall be added to the list of sites available for residential development.

PROGRAM 2 SITES FOR THE HOMELESS AND EMERGENCY SHELTERS

Objective: Promote and assist in the development of emergency shelters and transitional housing.

- Action 1: The City shall continue to collect data on the number of homeless in Laguna Niguel.

- Action 2: The City shall participate on the Orange County Homeless Issues Task Force.
- Action 3: Upon becoming an entitlement city for Community Development Block Grant Funds, the City shall allocate a portion of its CDBG funds to social service agencies that provide services to the homeless.
- Action 4: As part of the City's development of its Zoning Ordinance, the City shall allow for emergency and transitional shelters, with discretionary approval, in those areas with the land use designation of, Industrial/Business Park; Professional Office; Community Commercial.

PROGRAM 3 AFFORDABLE HOUSING DEVELOPMENT

Objective: Promote and assist in the development of housing for low and moderate income households.

- Action 1: Continue to administer and monitor the applicable County of Orange affordable housing requirements, such as the Inclusionary Housing Program and the Housing Opportunities Program, placed on projects in Laguna Niguel prior to the City's incorporation.
- Action 2: Administer the City's Affordable Housing Incentive Ordinance regarding the provision of incentives or regulatory concessions to encourage development of affordable housing in accordance with Government Code Section 65915.
- Action 3: The City shall continue to participate with the County of Orange and the California Home Financing Authority (CHFA) in securing tax exempt mortgage revenue bonds to facilitate and assist the development of housing affordable to low and moderate income households. The City shall encourage developers of remaining residential sites to use tax exempt mortgage revenue bonds to facilitate the construction of low and moderate income housing on these sites by considering the modification of development standards (e.g. parking, setbacks, lot coverage, etc.) or the waiving of park and planning fees.
- Action 4: Administer and consider amending the City's Senior Citizen Incentive Use Permit. The ordinance currently allows for alternative development standards for housing where at least 50 percent of the units are for senior citizens. The City will consider an amendment which would require 25 percent of the units to be affordable to Lower Income households (80 percent of HUD median income).
- Action 5: The City shall continue to encourage the use of Section 202 funding for the construction of housing available to elderly or handicapped persons. The City shall encourage the use of such funds by considering the modification of development standards (e.g. parking, setbacks, lot coverage, etc.) or the waiving of park and planning fees for projects which use Section 202 funding.

- Action 6: In accordance with Section 65852.1 of the Government Code, the City shall adopt a Granny Flat Ordinance which allows for the construction of granny flats in residential areas.
- Action 7: The City Council shall have the discretion to provide incentives for the construction of housing affordable to low and moderate income households by waiving fees, such as park or planning fees; modifying development standards, such as parking, setbacks, lot coverage, density, etc.; or any other incentive the Council deems appropriate. The City Council's decision to grant incentives will take into consideration the affordability standards proposed for the project.
- Action 8: Continue to apply for and use Community Development Block Grant Funds (CDBG) to facilitate the development and construction of housing for lower and very low income households. It is anticipated that in one year the City will become an entitlement City under the CDBG program. To the extent that developers and landowners are willing to cooperate in this endeavor, the City will consider the use of these funds for the development and construction of housing affordable to very low and low income households.
- Action 9: To the extent that developers and landowners are willing to cooperate, the City will apply for HOME Investment Partnerships Program as established by the National Affordable Housing Act of 1990. HOME funds can be used for rehabilitation, site acquisition, tenant-based rental assistance, and new construction.

PROGRAM 4 REMOVAL OF GOVERNMENTAL CONSTRAINTS

Objective: To remove as many governmental constraints as feasible, in order to help encourage and promote the construction of housing affordable to low and moderate income households.

- Action 1: Adopt a Zoning Ordinance to implement the General Plan. The City currently is operating under the zoning regulations established by the County of Orange prior to the City's incorporation. Adoption of a comprehensive zoning ordinance will include incentives and regulations which affect the preservation and development of affordable housing, land use and development standards, and other regulatory standards.
- Action 2: Review existing development fee schedule and consider adoption of a modified fee schedule for the development and construction of low and moderate income housing and senior housing.
- Action 3: Review existing development processing time schedule and consider adoption of a modified time schedule for the development and construction of low and moderate income housing and senior housing.

**PROGRAM 5 CONSERVE AND IMPROVE EXISTING HOUSING
AFFORDABLE TO LOW AND MODERATE INCOME
HOUSEHOLDS**

Objective: To conserve and improve existing housing which is affordable to low and moderate income households.

- Action 1: Conduct a detailed investigation to determine the exact dates specific assisted units are scheduled to convert to market rate. Information is available to determine a range of conversion dates for each project, however additional information is necessary to determine the date each unit, by affordability, is scheduled to convert.
- Action 2: Utilize CDBG funds to preserve as many of the 142 Very Low and 700 Lower Income units scheduled to convert to market rate within five years. Depending on the City's allocation, it is anticipated that between 20 to 50 units can be preserved per year.
- Action 3: Negotiate with developers and landowners who have undeveloped land to develop a program where regulatory incentives could be granted for the undeveloped projects in return for conservation of existing bond assisted or inclusionary units.
- Action 4: Study the feasibility of establishing a Housing Trust Fund in Laguna Niguel. Such a fund is a legal mechanism for receiving and distributing monies slated for, and dedicated to, the provision of housing affordable to low and moderate income households.
- Action 5: Develop a Housing Inspection Program through the Code Enforcement Division of the Community Development Department. Under this program, rental housing will be inspected for building and health code violations and other housing units will be inspected for rehabilitation need.
- Action 6: Encourage apartment owners to list available rental units with the Orange County Housing Authority for the Section 8 rental assistance program.
- Action 7: Develop a Homesharing Program in Laguna Niguel. This program is designed to match people with limited incomes, typically seniors, seeking housing as well as owners that wish to share their homes. The goal of this program is to match 30 residents (15 very low income and 15 lower income) each year.
- Action 8: Publicize and encourage the participation in the Reverse Mortgage Program and refer eligible homeowners to the County Housing Authority and/or the South County Seniors.
- Action 9: The City will provide technical information to local groups about shared equity programs, and provide referral services to eligible homeowners.
- Action 10: Continue to administer the City's Condominium Conversion Ordinance.

- Action 11: Establish a program to implement the requirements of Government Code Section 65590. The program shall also include a component to monitor the construction, demolition, and conversion of units affordable to low and moderate income households in the Coastal Zone.

PROGRAM 6 PROMOTE HOUSING OPPORTUNITY

Objective: Promote equal housing opportunity for all residents of Laguna Niguel.

- Action 1: Continue to support the activities of the Fair Housing Council and provide referrals to this organization when appropriate. When the City becomes an entitlement City, a portion of the City's CDBG funds will be contributed to the Fair Housing Council.

PROGRAM 7 HOUSING ELEMENT MONITORING AND REPORTING

Objective: To develop monitoring and reporting programs for the Housing Element and ensure the Housing Element is internally consistent with other elements of the General Plan.

- Action 1: Develop a monitoring program and report to the City Council annually on the progress of Housing Element programs. This report is to be distributed to the Department of Housing and Community Development in accordance with State Housing Element Law.
- Action 2: Require social service agencies and non-profit organizations which receive CDBG funding from the City to record information on the residences of clients served.
- Action 3: Whenever land use regulations, land use designations, or housing programs are proposed for adoption or modification, the Community Development Department shall analyze the proposed changes to determine consistency with the Housing Element and other elements of the General Plan.

Table H-42
Housing Plan Summary

**PROGRAM 1: PROVISION OF
ADEQUATE HOUSING SITES**

Objective: Identify adequate housing sites for the construction of new housing units to meet the City's identified housing need.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	None necessary	Community Development Department	Five Years
2	None necessary	City Council	Five Years

**PROGRAM 2: SITES FOR THE
HOMELESS AND EMERGENCY
SHELTERS**

Objective: Promote and assist in the development of emergency shelters and transitional housing.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	None necessary	Community Development Department	On going
2	None necessary	Community Development Department	On going
3	CDBG	Community Development Department	On going
4	None necessary	City Council	One Year

**PROGRAM 3: AFFORDABLE
HOUSING DEVELOPMENT**

Objective: Promote and assist in the development of housing for low and moderate income households.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	None necessary	Community Development Department	On going
2	None necessary	Community Development Department	On going
3	None necessary	Community Development Department	On going
4	None necessary	Community Development Department	Amend in One Year, on going
5	None necessary	Community Development Department	On going
6	None necessary	Community Development Department	One Year
7	None necessary	City Council	On going
8	CDBG	Community Development Department	On going
9	HOME	Community Development Department	On going

Table H-42
Housing Plan Summary

**PROGRAM 4: REMOVAL OF
GOVERNMENTAL CONSTRAINTS**

Objective: To remove as many governmental constraints as feasible, in order to help encourage and promote the construction of housing affordable to low and moderate income households.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	None necessary	Community Development Department	One Year
2	None necessary	Community Development Department	One Year
3	None necessary	Community Development Department	One Year

**PROGRAM 5: CONSERVE AND
IMPROVE EXISTING HOUSING
AFFORDABLE TO LOW AND
MODERATE INCOME
HOUSEHOLDS**

Objective: To conserve and improve existing housing which is affordable to low and moderate income households.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	None necessary	Community Development Department	One Year
2	CDBG	Community Development Department	On going
3	None necessary	Community Development Department	On going
4	None necessary	Community Development Department	Two Years
5	None necessary	Community Development Department	Two Years
6	None necessary	Community Development Department	On going
7	None necessary	Community Development Department	One Year
8	None necessary	Community Development Department	On going
9	None necessary	Community Development Department	On going
10	None necessary	Community Development Department	On going
11	None necessary	Community Development Department	One Year

Table H-42
Housing Plan Summary

**PROGRAM 6: PROMOTE
HOUSING OPPORTUNITY**

Objective: Promote equal housing opportunity for all residents of Laguna Niguel.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	CDBG	Community Development Department	On going

**PROGRAM 7: HOUSING
ELEMENT MONITORING AND
REPORTING**

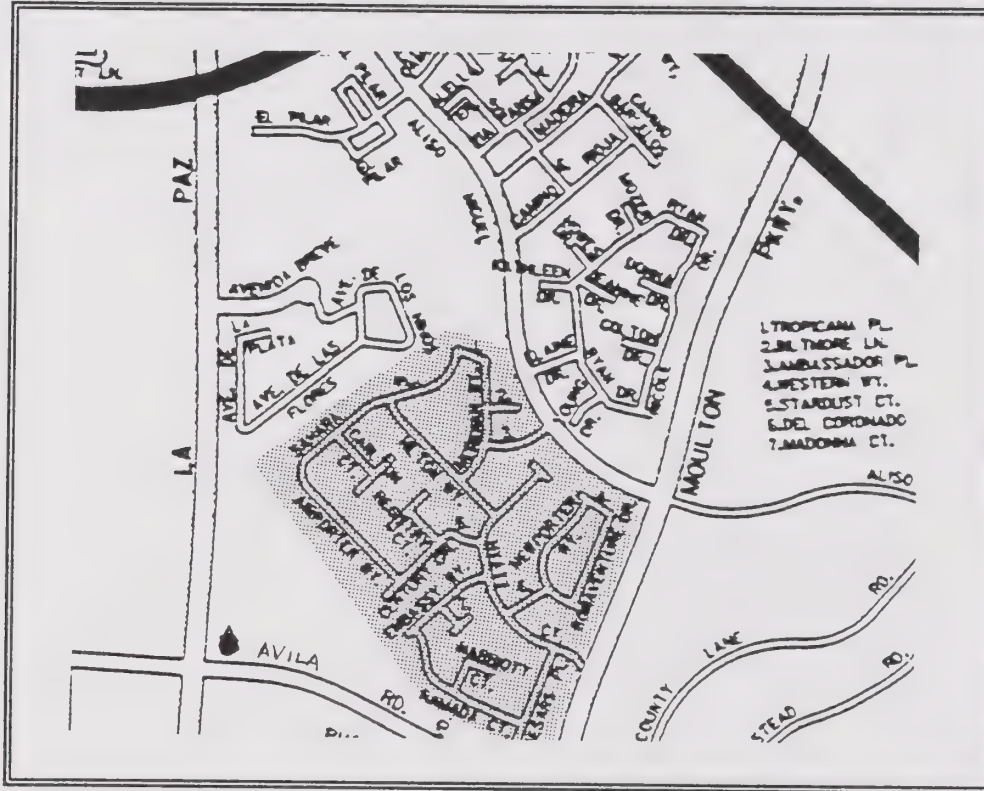
Objective: To develop monitoring and reporting programs for the Housing Element and ensure the Housing Element is internally consistent with other elements of the General Plan.

	Funding	Responsible	Time
Action	Source	Agency	Frame
1	None necessary	Community Development Department	On going
2	None necessary	Community Development Department	On going
3	None necessary	Community Development Department	On going

APPENDIX A

SITE 1 VILLAGE NIGUEL GARDENS

SITE 1 VILLAGE NIGUEL GARDENS



General Plan Designation: Residential Attached

Zoning District: Country Village Planned Community

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 35.0 Acres

Existing Units: 85

Total Future Units to be Constructed: 226

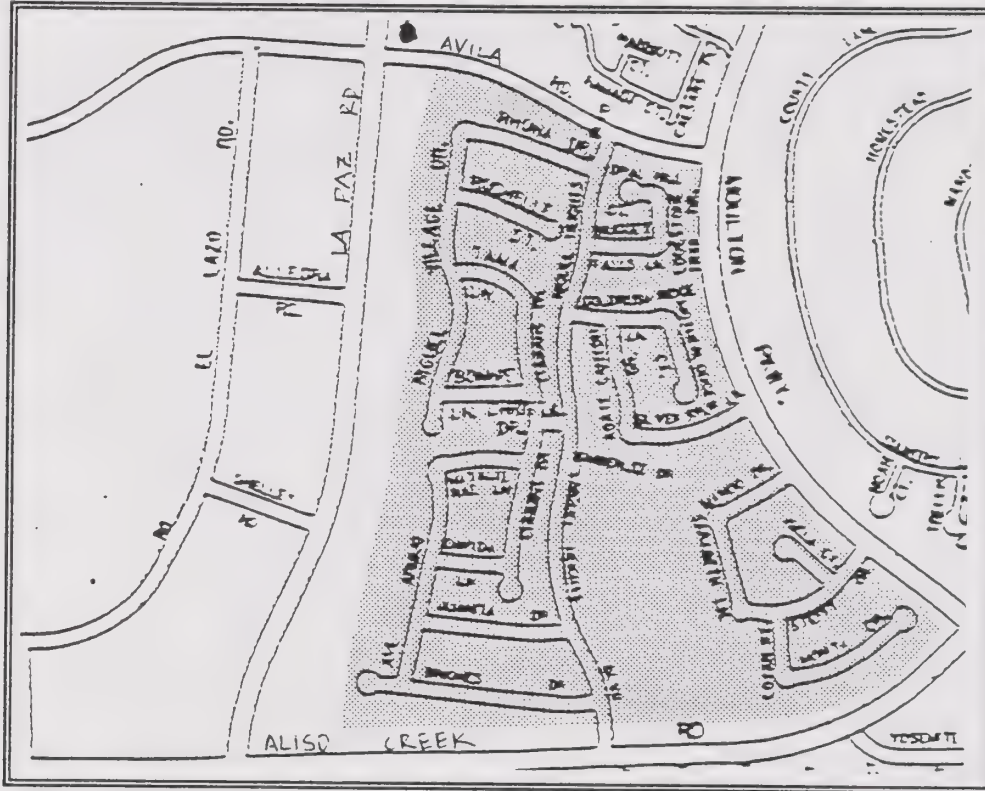
Projected Site Density: 8.9 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Final Tract Map

SITE 2

VILLAGE NIGUEL HEIGHTS



General Plan Designation: Residential Detached and Attached

Zoning District: Country Village Planned Community

Zoning District Permitted Density: 6.6 - 15.5 Units/Acre

Site Acreage: 79.6 Acres

Existing Units: 337

Total Future Units to be Constructed: 175

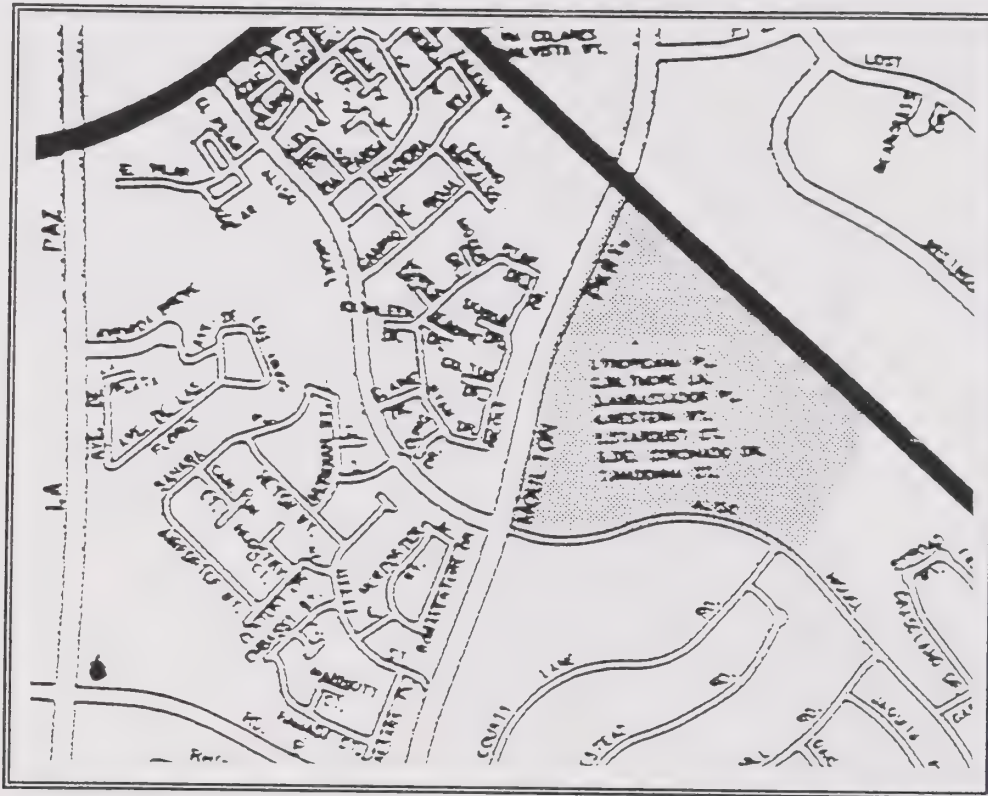
Projected Site Density: 8.9 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Final Tract Map, Use Permit and Site Development Permit

SITE: 3

S & S RESIDENTIAL ATTACHED



General Plan Designation: Residential Attached

Zoning District: Country Village Planned Community

Zoning District Permitted Density: 12.5 - 18.0 Units/Acre

Site Acreage: 16.3 Acres

Existing Units: 0

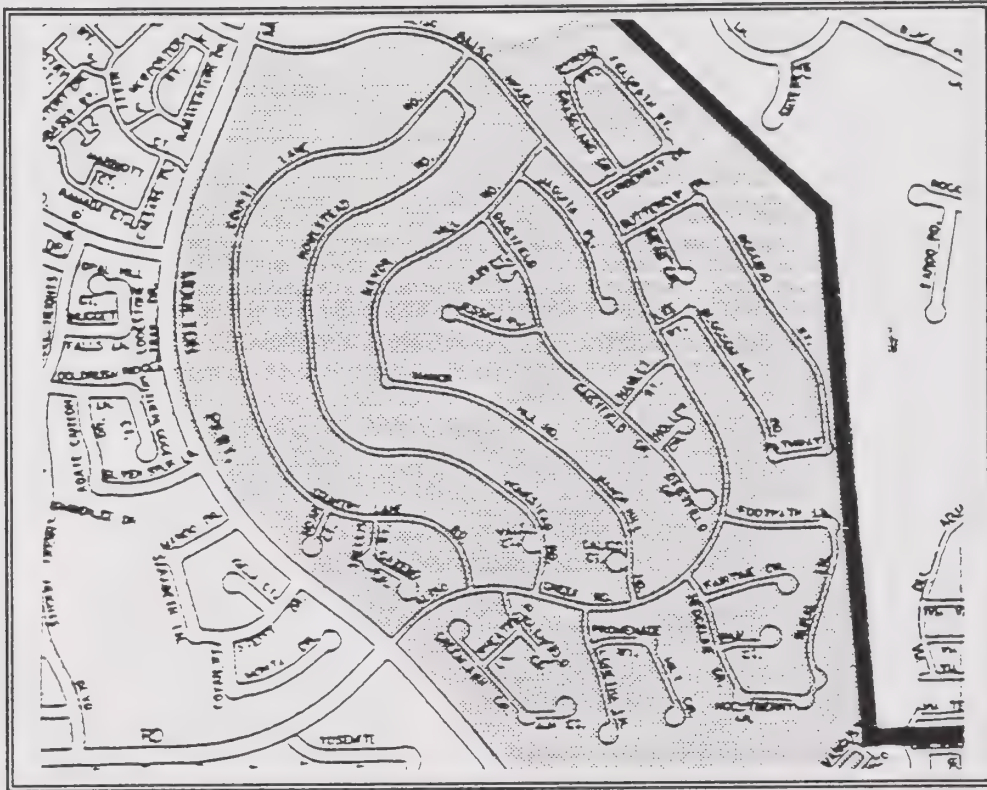
Total Future Units to be Constructed: 173

Projected Site Density: 10.6 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Final Tract Map

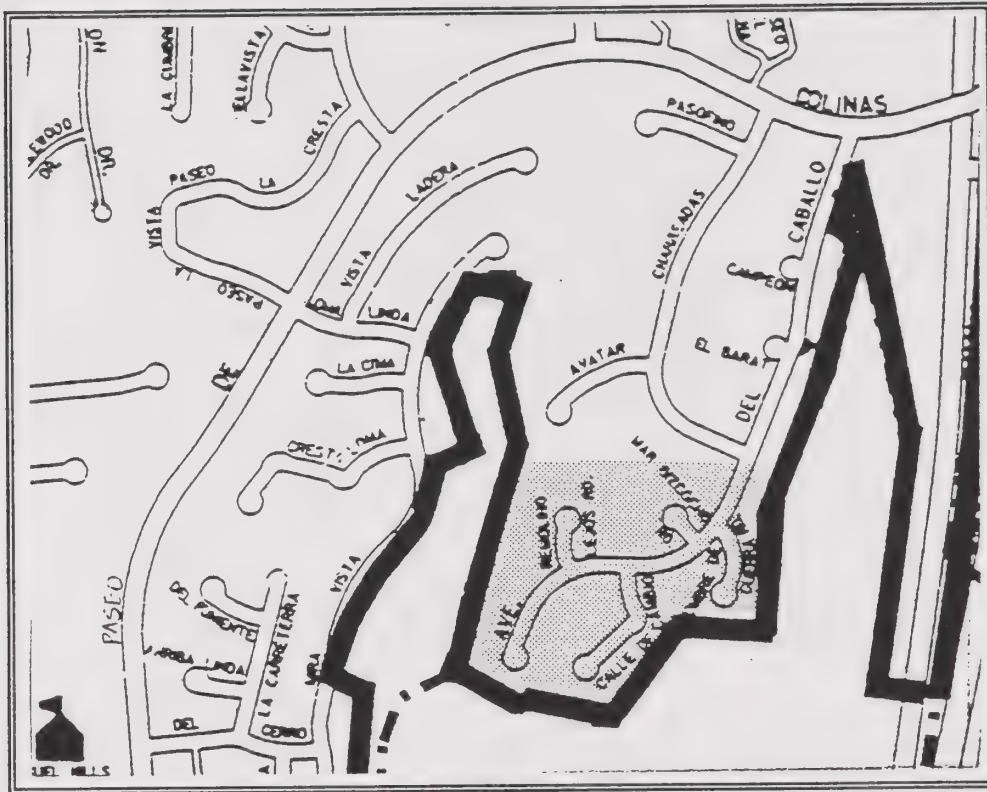
S & S RESIDENTIAL DETACHED



Entitlements: Development Agreement, Final Tract Map

SITE: 5

DEL CABALLO



General Plan Designation: Residential Detached

Zoning District: Colinas de Capistrano Planned Community

Zoning District Permitted Density: 1.0 - 2.0 Units/Acre

Site Acreage: 19.5 Acres

Existing Units: 0

Total Future Units to be Constructed: 35

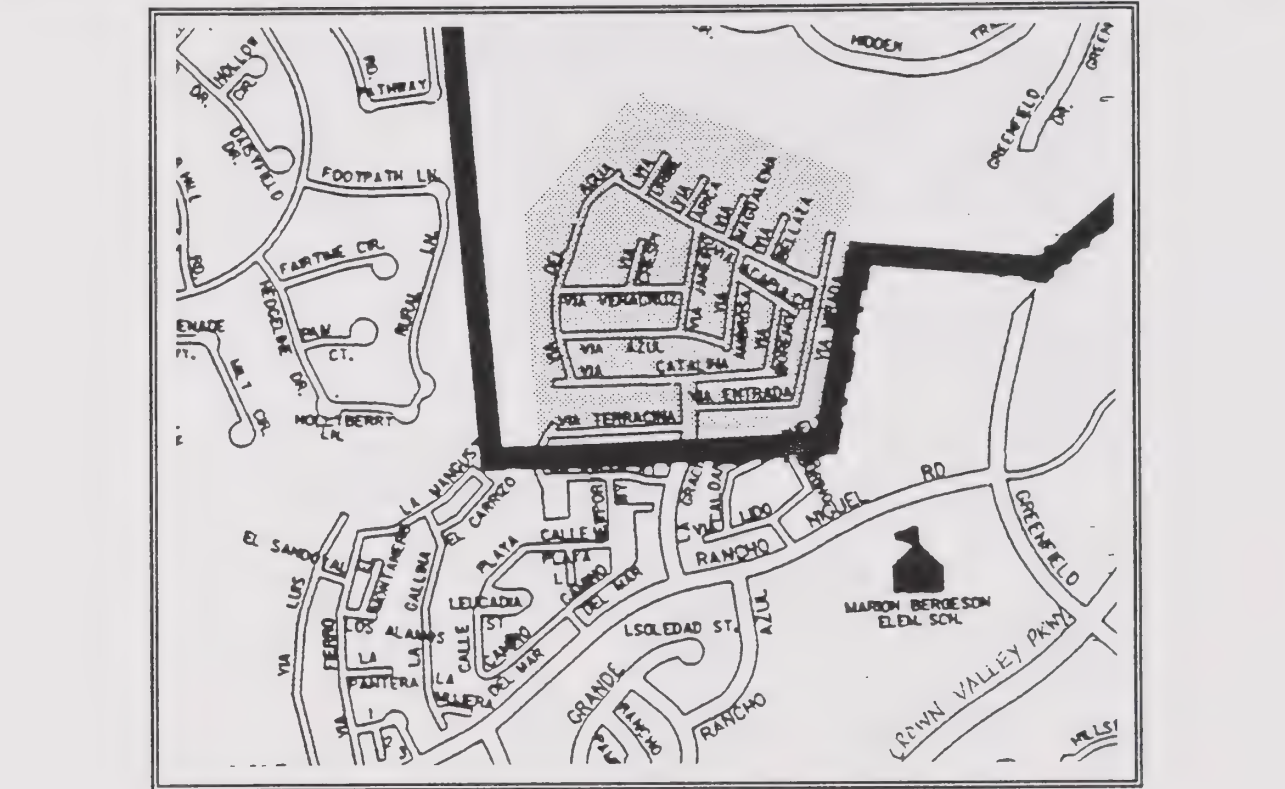
Projected Site Density: 1.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map

SITE: 6 DEL PRADO

SITE: 6 DEL PRADO



General Plan Designation: Residential Attached

Zoning District: Located outside of the City

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 20.3 Acres

Existing Units: 196

Total Future Units to be Constructed: 248

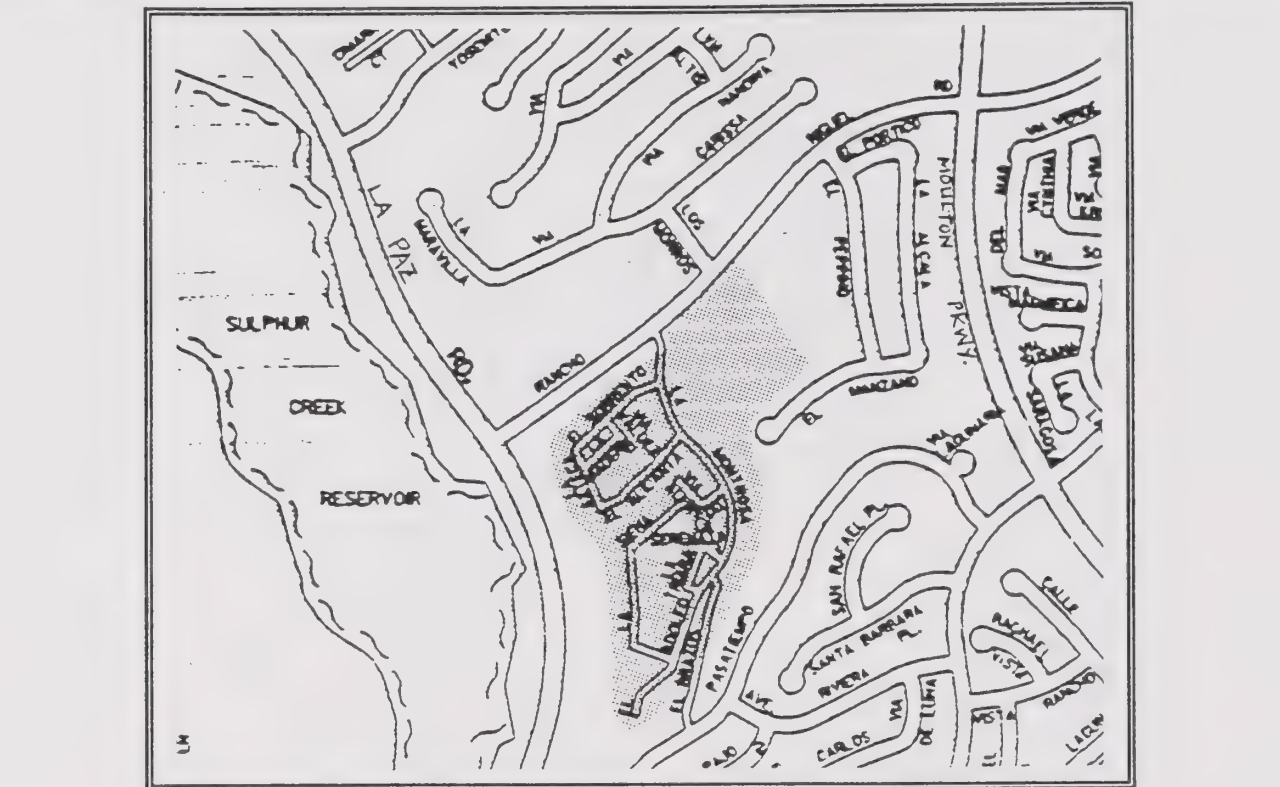
Projected Site Density: 21.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadway, electrical, gas sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map, Building Permits

SITE: 7 LNPC AREA A

SITE: 7 LNPC AREA A



General Plan Designation: Residential Attached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 26.4 Acres

Existing Units: 32

Total Future Units to be Constructed: 314

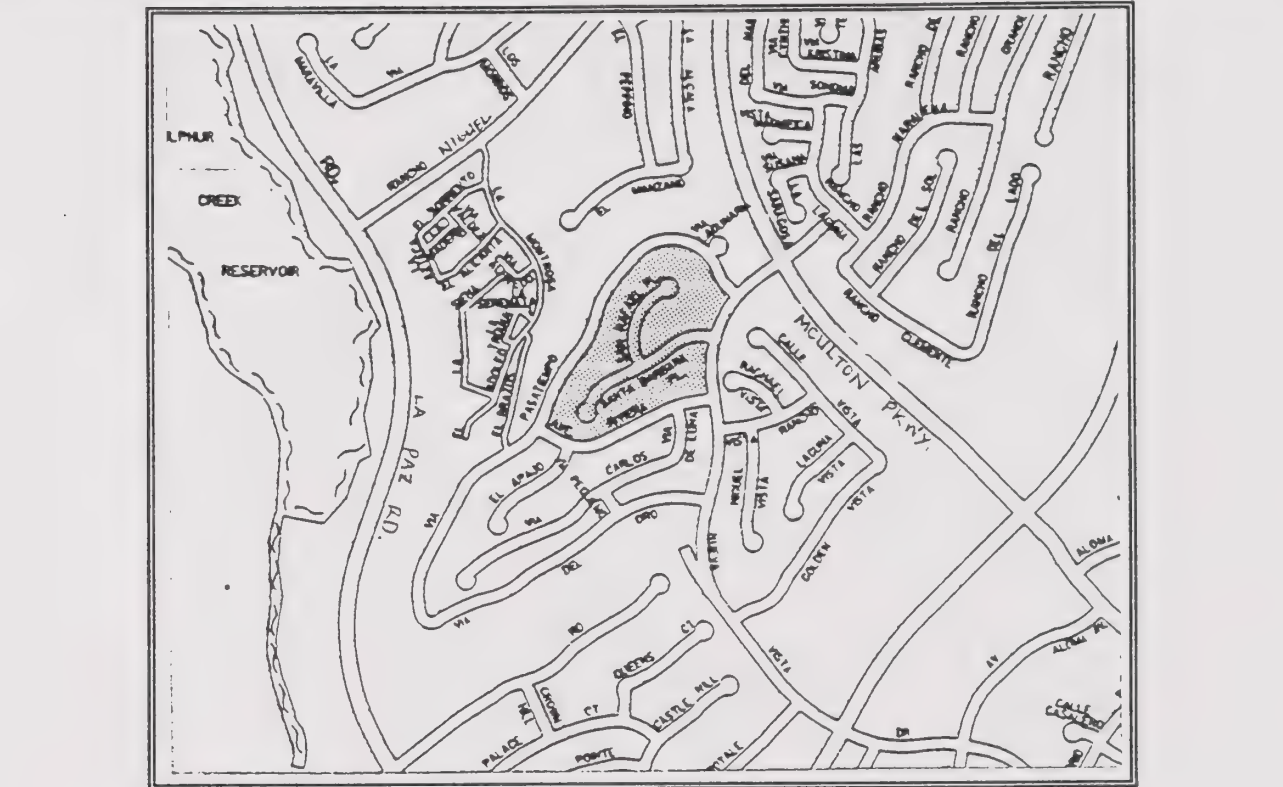
Projected Site Density: 13.1 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas sewer, telephone, water, cable television, telephone, police, and fire.

Entitlements: Vesting Tentative Tract Map, Final Tract Map

SITE: 8 NUEVA VISTA NORTH

SITE: 8 NUEVA VISTA NORTH



General Plan Designation: Residential Detached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 2.0 - 6.5 Units/Acre

Site Acreage: 9.3 Acres

Existing Units: 0

Total Future Units to be Constructed: 38

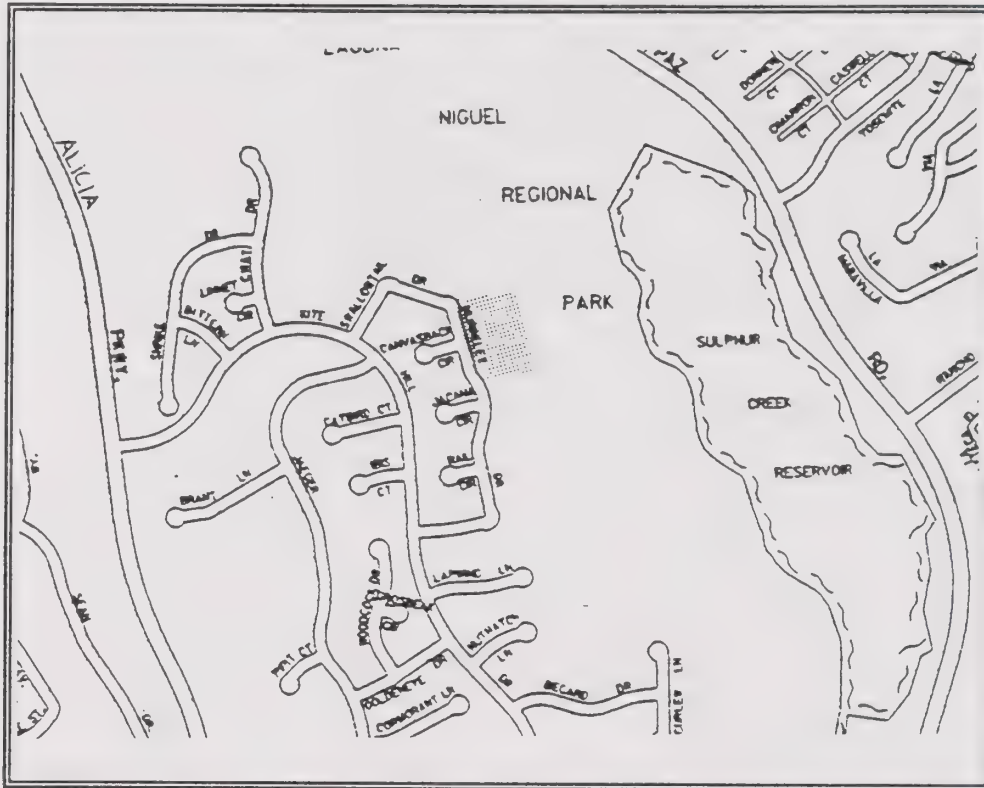
Projected Site Density: 4.1 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas sewer, telephone, water, cable television, telephone, police, and fire.

Entitlements: Vesting Tentative Tract Map, Final Tract Map

SITE: 9

KITE HILL



General Plan Designation: Residential Detached

Zoning District: Country Village Planned Community

Zoning District Permitted Density: 1.0 - 6.5 Units/Acre

Site Acreage: Individual Custom Home Sites

Total Future Units to be Constructed: 11

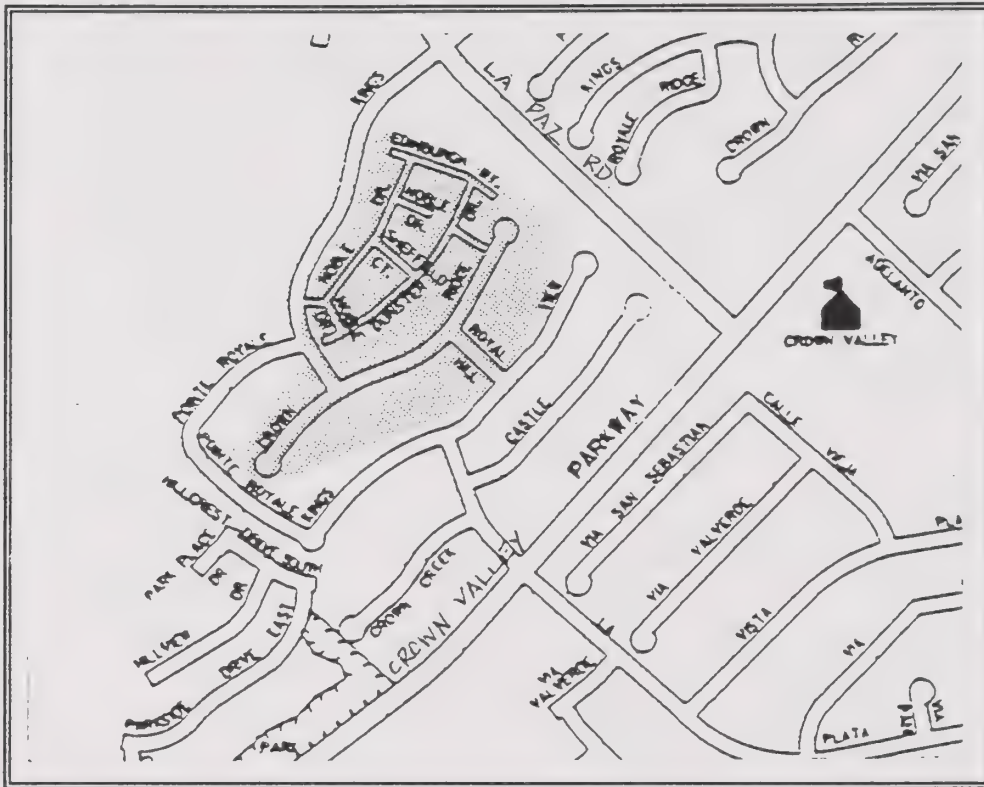
Projected Site Density: 3.9 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Final Tract Map

SITE: 10 LNPC AREA M

SITE: 10 LNPC AREA M



General Plan Designation: Residential Detached and Attached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 6.5 - 25.6 Units/Acre

Site Acreage: Attached: 5.8 Acres
Detached: 21.4 Acres

<u>Existing Units:</u>	Attached:	0
	Detached:	83

Total Future Units to be Constructed:

Attached:	187
Detached:	30

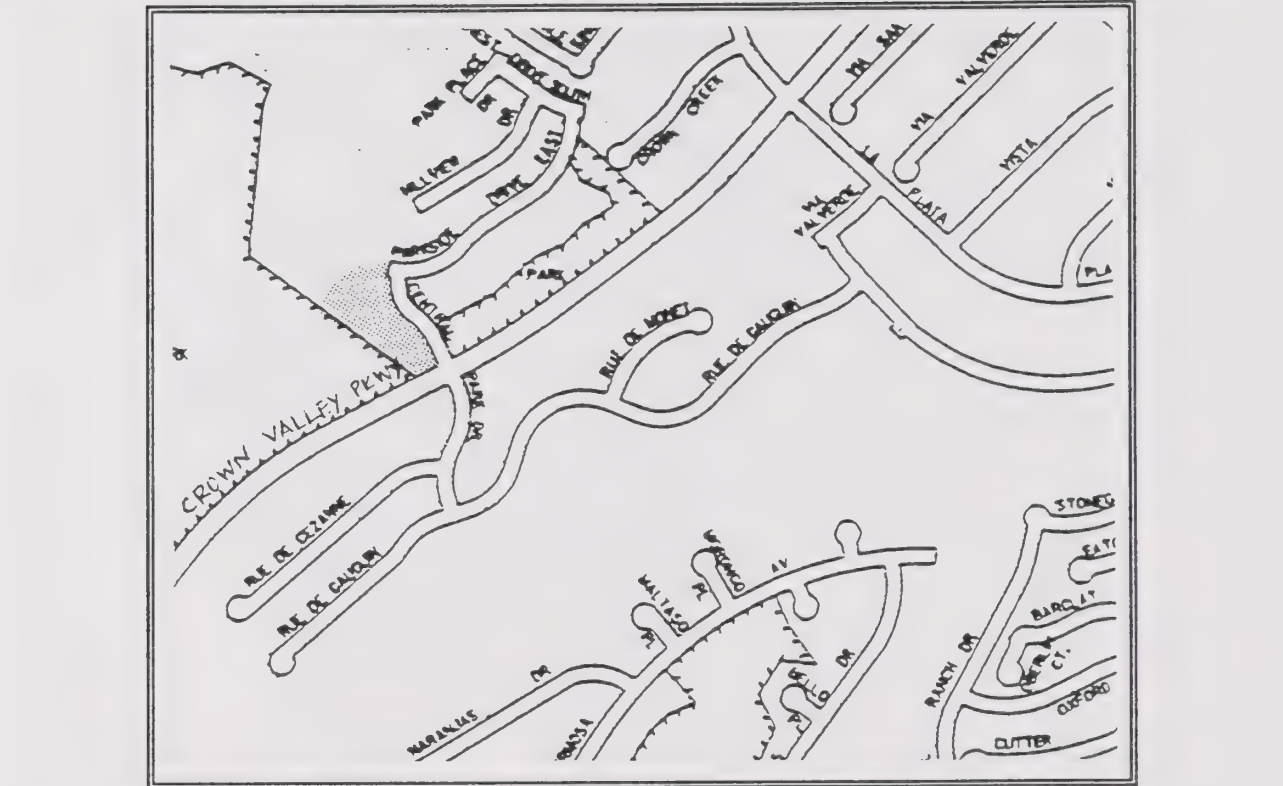
Projected Site Density: Attached: 32.2 Units/Acre
Detached: 5.3 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Vesting Tentative Tract Map, Final Tract Map, Site Development Permit

SITE: 11 PARK NIGUEL

SITE: 11 PARK NIGUEL



General Plan Designation: Residential Attached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 1.0 Acres

Existing Units: 0

Total Future Units to be Constructed: 9

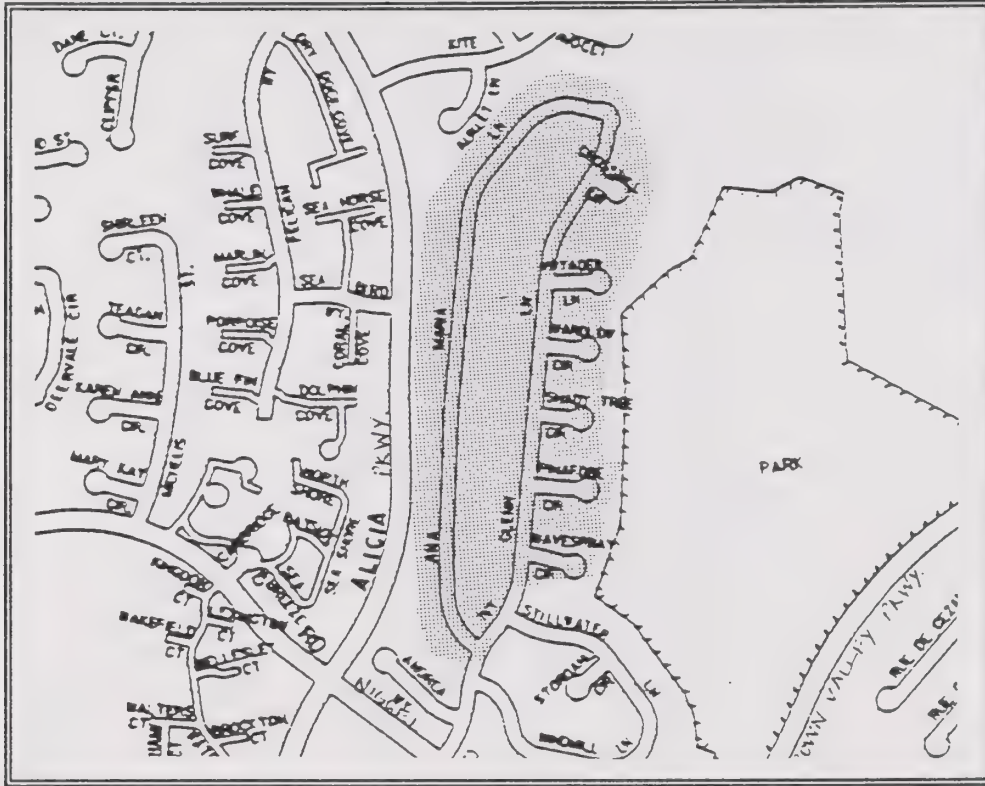
Projected Site Density: 9.0 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map, Site Development Permit

SITE: 12

IVY GLENN LANE



General Plan Designation: Residential Detached

Zoning District: Country Village Planned Community

Zoning District Permitted Density: 3.0 - 3.5 Units/Acre

Site Acreage: Individual Custom Home Lots

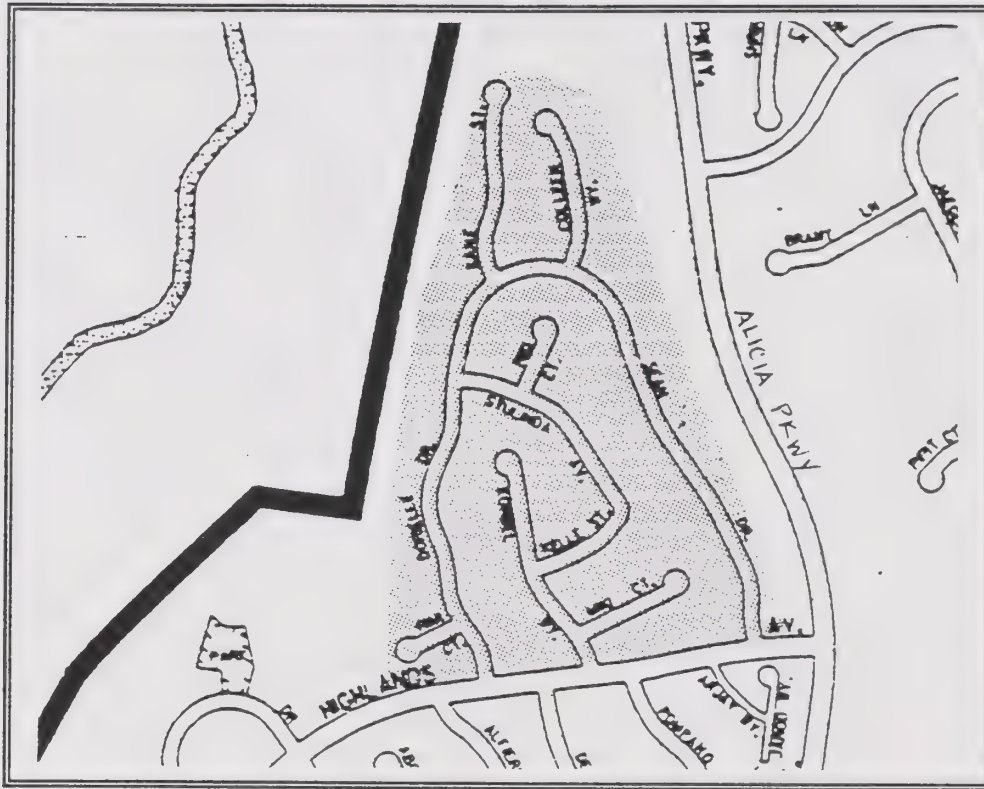
Total Future Units to be Constructed: 5

Projected Site Density: 3.1 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map

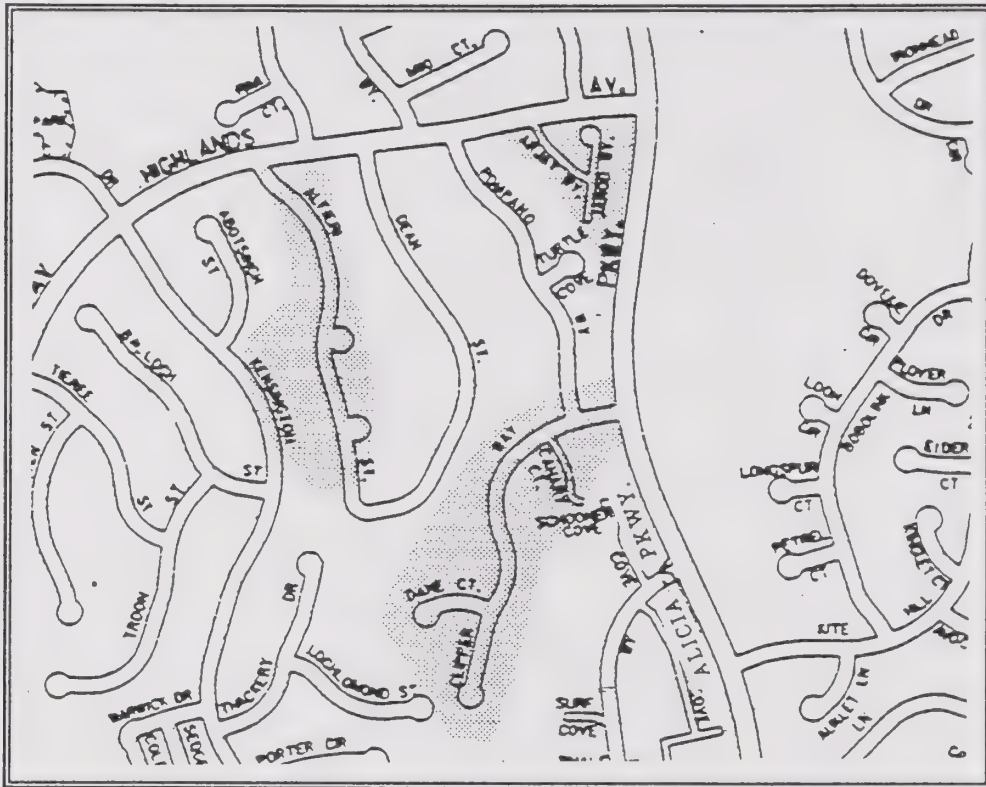
HIGHLANDS NORTH



Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 14

CLIPPER WAY



General Plan Designation: Residential Detached

Zoning District: Country Village Planned Community

Zoning District Permitted Density: 3.5 - 5.0 Units/Acre

Site Acreage: 25.3 Acres

Existing Units: 0

Total Future Units to be Constructed: 143

Projected Site Density: 5.6 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map for entire area except for four units. The four units located at the corner of Alicia Parkway and Clipper Way have a Final Parcel Map and have 3 building permits issued.

SITE: 15

PALMILLA/CORONADO PT.



General Plan Designation: Residential Detached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 1.0 - 2.0 Units/Acre

Site Acreage: Individual Custom Home Lots

Total Future Units to be Constructed: 86

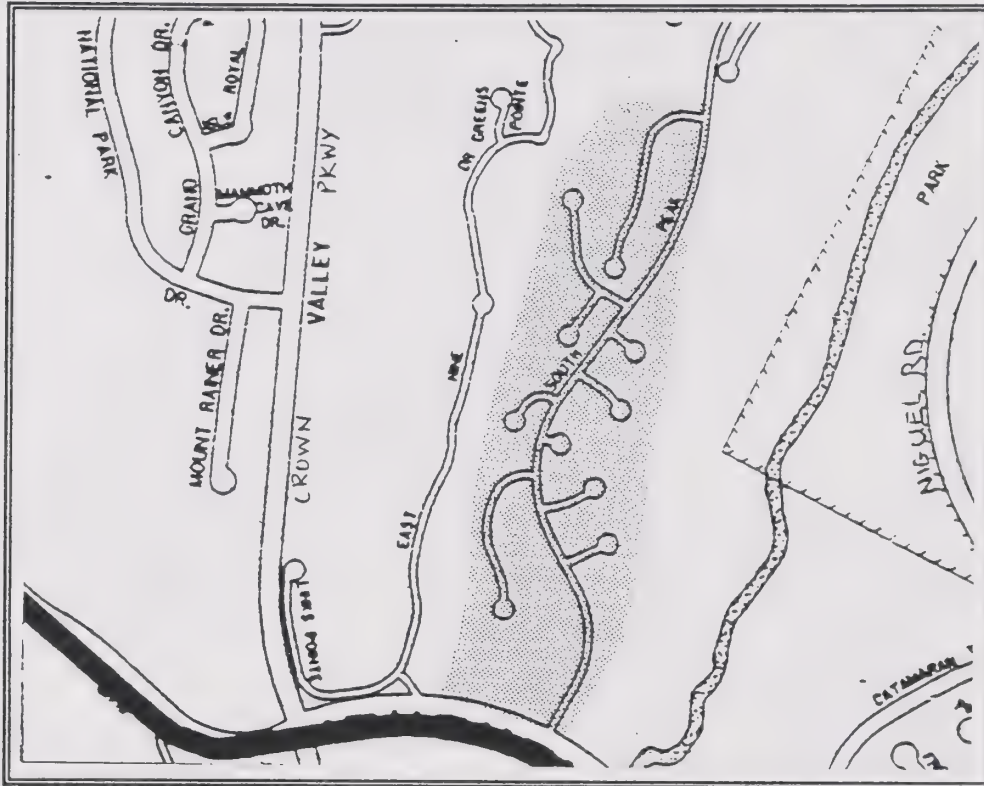
Projected Site Density: 3.7 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Vesting Tentative Tract Map, Final Tract Map, Coastal Development Permit

SITE: 16

SOUTHPEAK



General Plan Designation: Residential Detached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 2.5 - 3.0 Units/Acre

Site Acreage: Individual Custom Home Lots

Total Future Units to be Constructed: 14

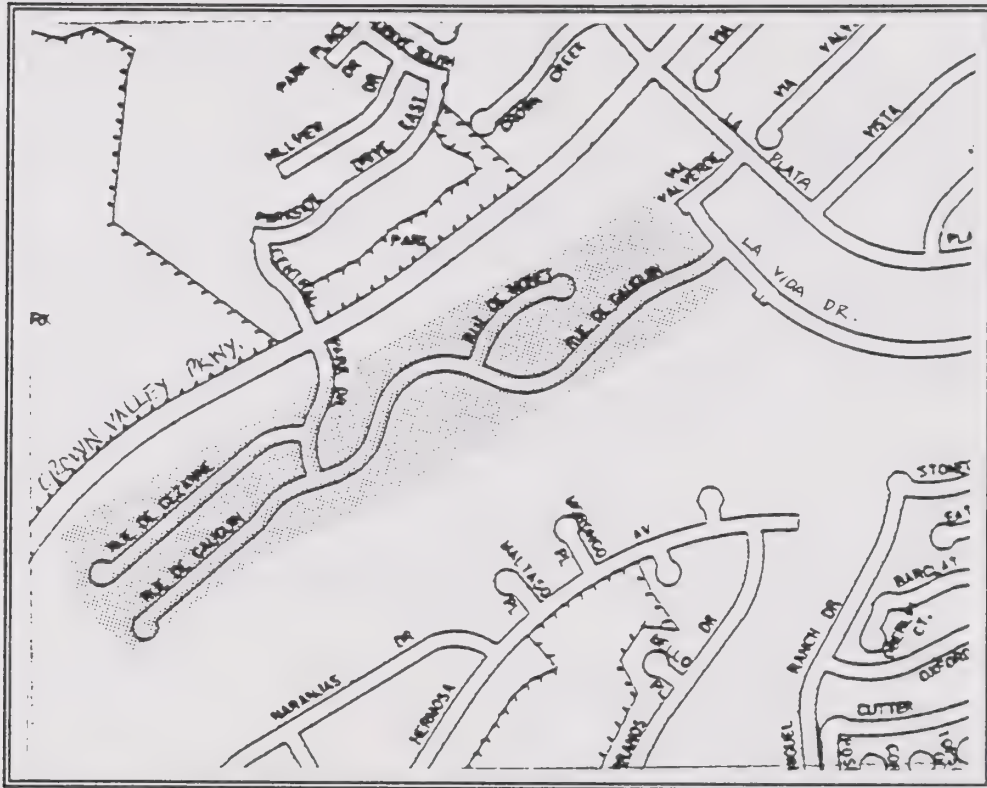
Projected Site Density: 3.2 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map

SITE: 17 CHATELAIN

SITE: 17 CHATELAIN



General Plan Designation: Residential Detached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 5.0 - 6.5 Units/Acre

Site Acreage: 22.9 Acres

Existing Units: 68

Total Future Units to be Constructed: 52

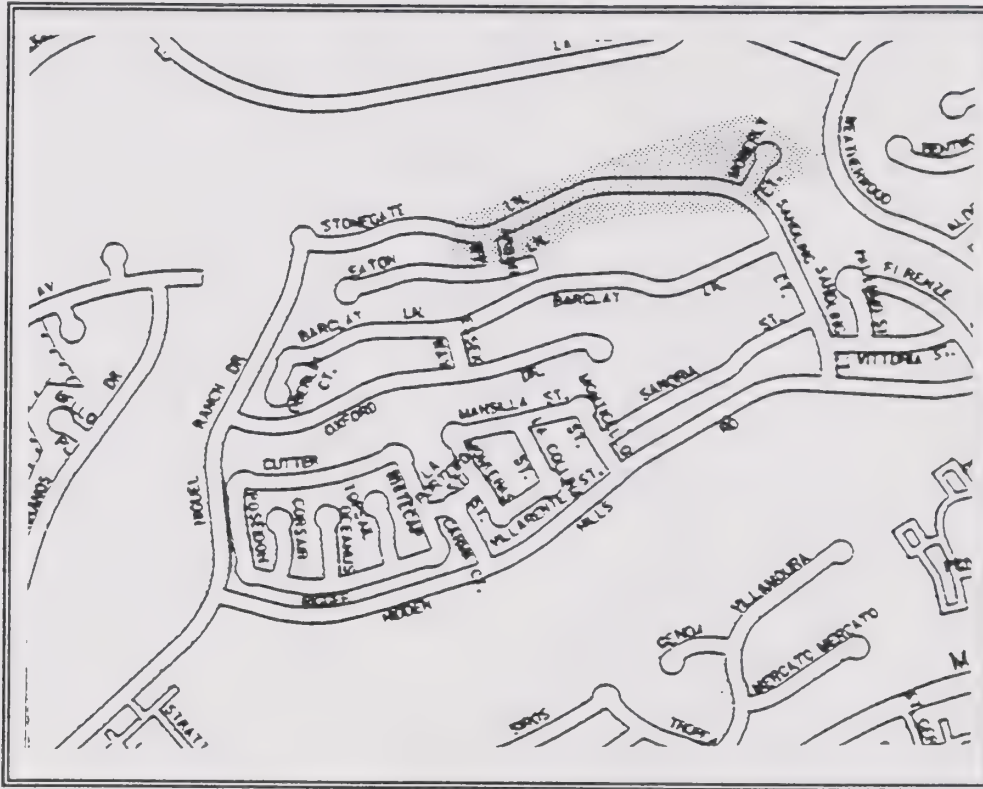
Projected Site Density: 5.2 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Vesting Tentative Tract Map, Final Tract Map

SITE: 18

HIDDEN HILLS NORTH



General Plan Designation: Residential Detached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 3.5 - 5.0 Units/Acre

Site Acreage: 15.9 Acres

Existing Units: 0

Total Future Units to be Constructed: 100

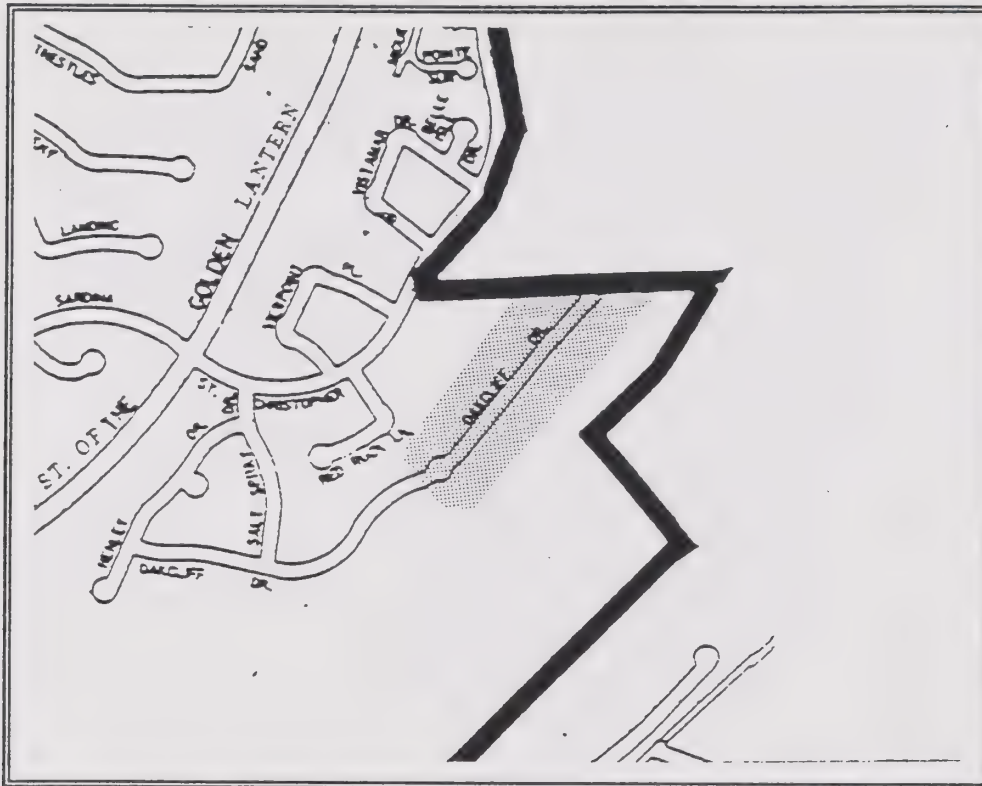
Projected Site Density: 6.3 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Vesting Tentative Tract Map, Final Tract Map

SITE: 19 GOLDEN LANTERN EAST

SITE: 19 GOLDEN LANTERN EAST



General Plan Designation: Residential Detached

Zoning District: RHE - RS 3600

Zoning District Permitted Density: 5.0 - 6.5 Units/Acre

Site Acreage: 7.4 Acres

Existing Units: 0

Total Future Units to be Constructed: 47

Projected Site Density: 6.4 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map

SITE: 20 MARINA HILLS

SITE: 20 MARINA HILLS



General Plan Designation: Residential Detached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 5.0 - 6.5 Units/Acre

Site Acreage: 76.2 Acres

Existing Units: 0

Total Future Units to be Constructed: 268

Projected Site Density: 3.5 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Final Tract Map

SITE: 21

ENCORE



General Plan Designation: Residential Attached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 5.0 - 6.5 Units/Acre

Site Acreage: 7.2 Acres

Existing Units: 0

Total Future Units to be Constructed: 123

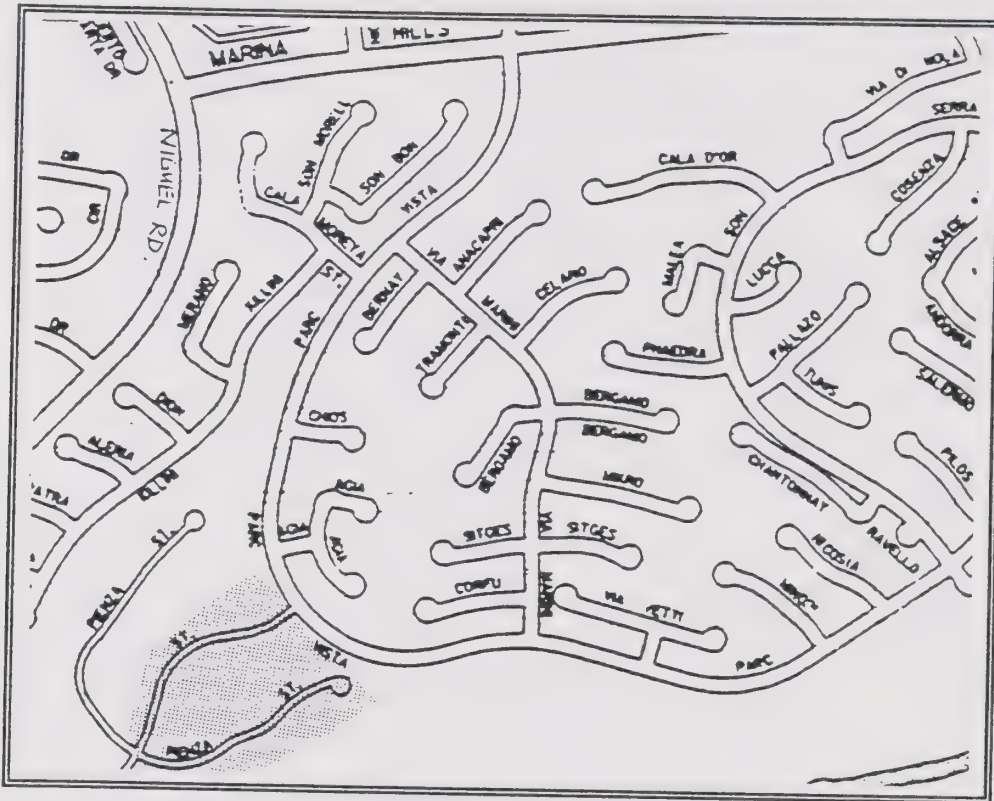
Projected Site Density: 17.1 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 22

SIENA



General Plan Designation: Residential Attached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 3.0 - 3.5 Units/Acre

Site Acreage: 26.1 Acres

Existing Units: 70

Total Future Units to be Constructed: 56

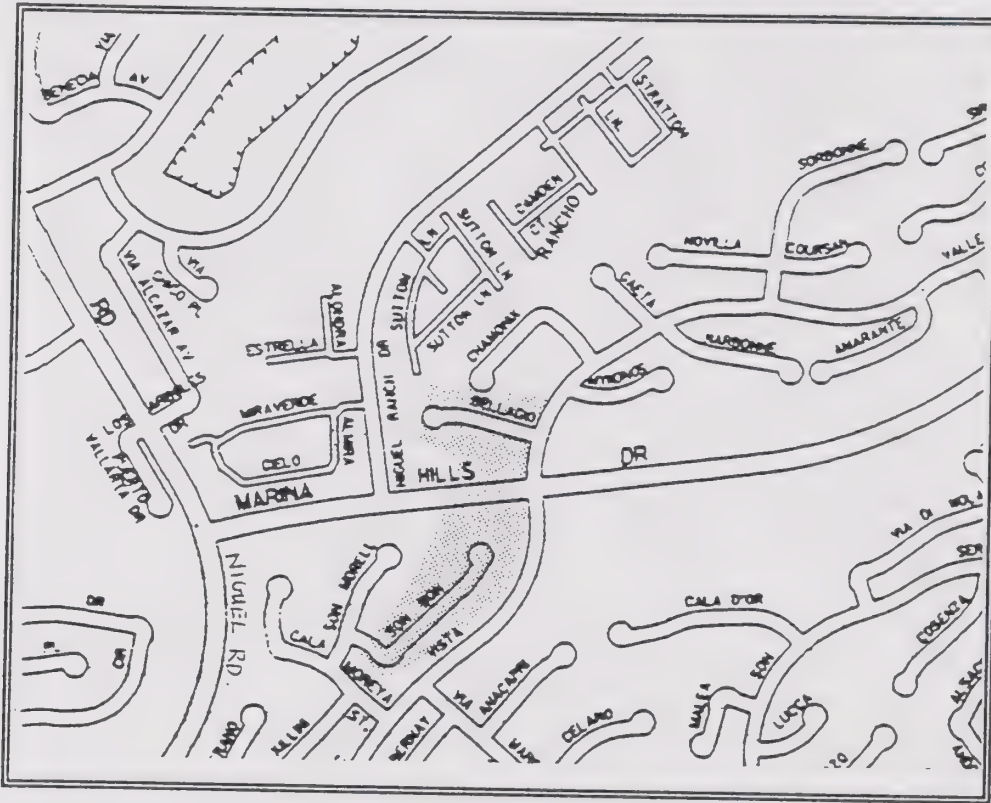
Projected Site Density: 4.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 23 MONOCO

SITE: 23 MONOCO



General Plan Designation: Residential Attached

Zoning District: Laguna Niguel Planned Community

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 10.1 Acres

Existing Units: 0

Total Future Units to be Constructed: 84

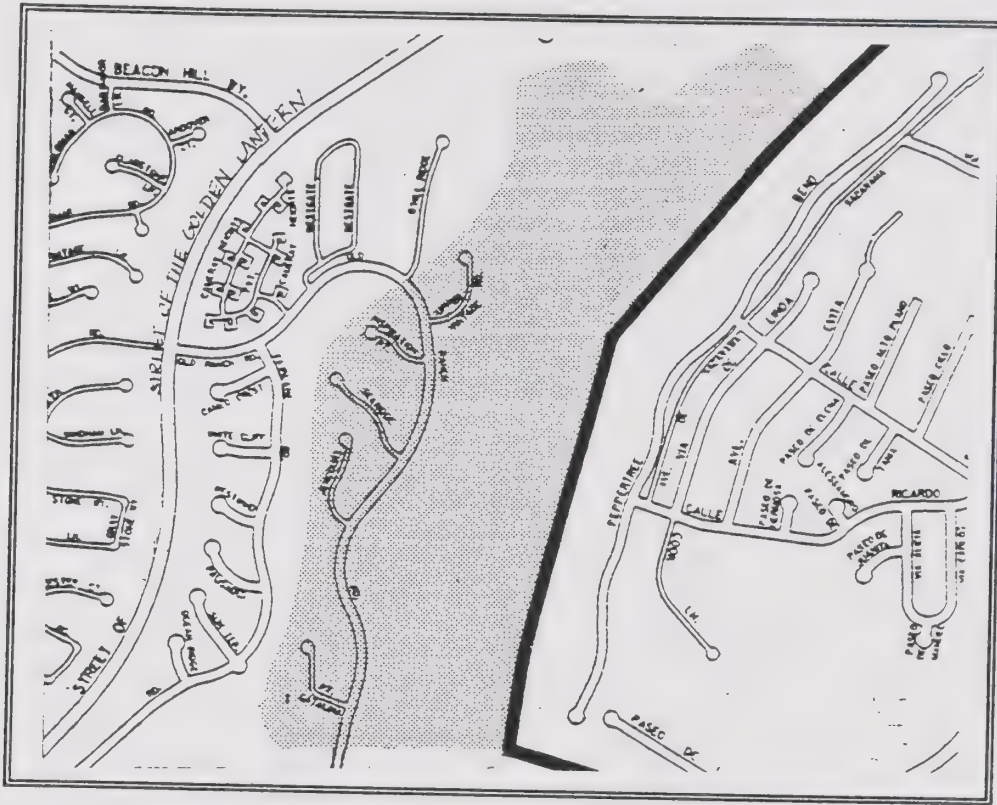
Projected Site Density: 8.3 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Final Tract Map

SITE: 24

BEAR BRAND RANCH



General Plan Designation: Residential Detached

Zoning District: RHE 20,000/30,000 and A-1

Zoning District Permitted Density: .25 - 2.18 Units/Acre

Site Acreage: Individual Custom Home Lots and 100 acres of large parcels of unsubdivided land

Total Future Units to be Constructed: 66

Projected Site Density:

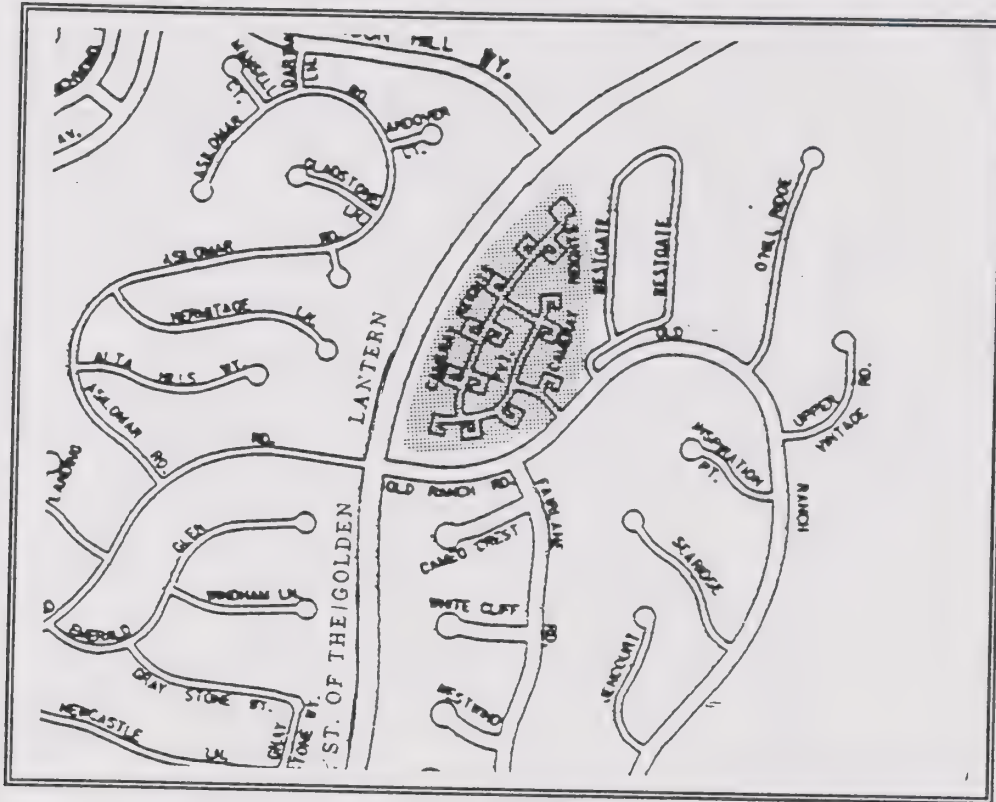
A-1 Zoned Area	=	.25 Units/Acres
RHE Zoned Area	=	.8 Units/Acres

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Map, Final Parcel Maps

SITE: 25

CAMARY POINTE



General Plan Designation: Residential Attached

Zoning District: Bear Brand Planned Community

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 8.9 Acres

Existing Units: 64

Total Future Units to be Constructed: 50

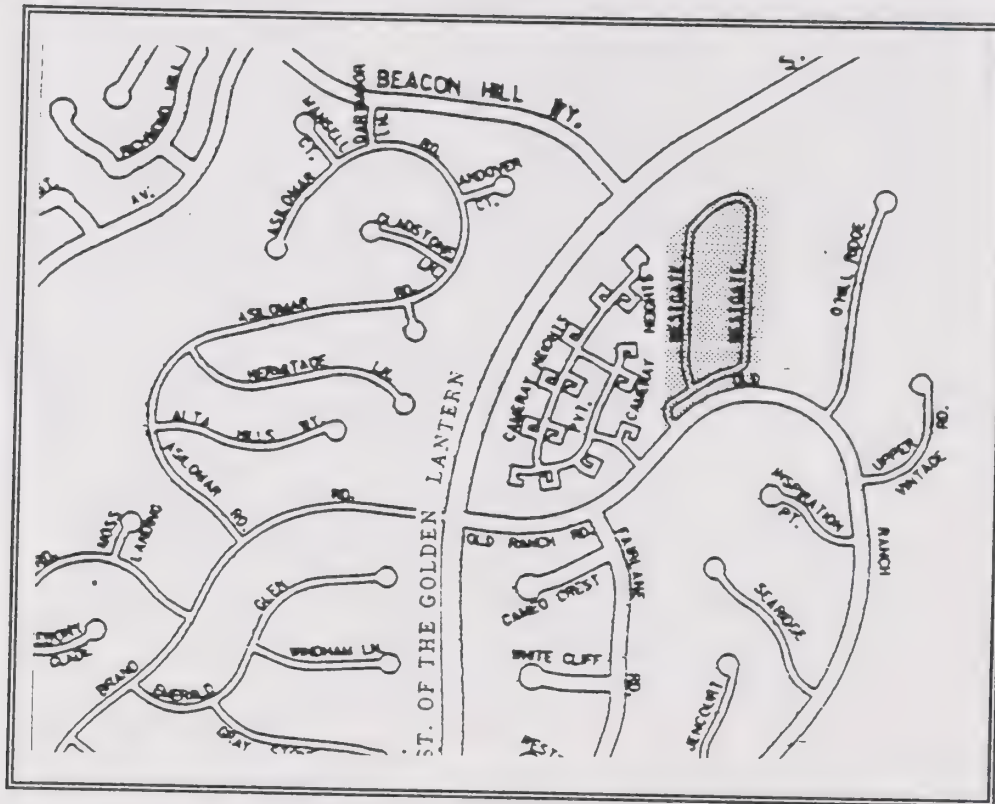
Projected Site Density: 12.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 26

ANDORRA



General Plan Designation: Residential Detached

Zoning District: RHE - R1 4,600

Zoning District Permitted Density: 2.0 - 3.5 Units/Acre

Site Acreage: 6.9 Acres

Existing Units: 27

Total Future Units to be Constructed: 27

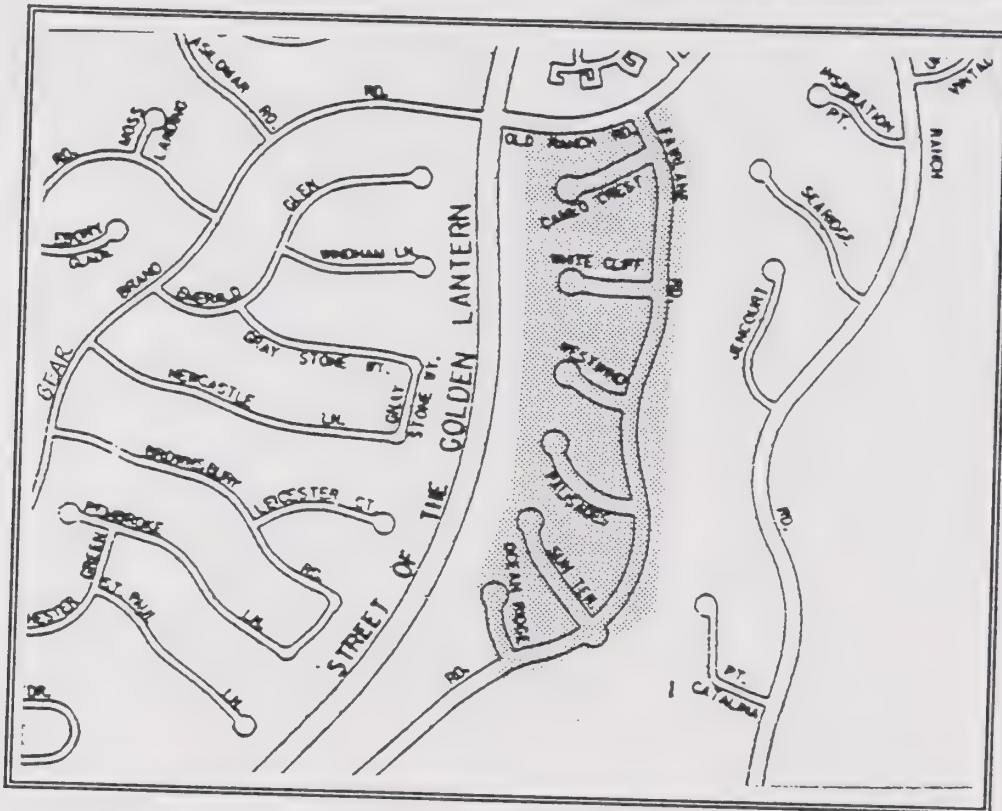
Projected Site Density: 7.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Vesting Tentative Tract Map, Final Tract Map

SITE: 27

BEAR BRAND EAST



General Plan Designation: Residential Detached

Zoning District: Bear Brand Planned Community

Zoning District Permitted Density: 1.0 - 2.0 Units/Acre

Site Acreage: 26.8 Acres

Existing Units: 0

Total Future Units to be Constructed: 101

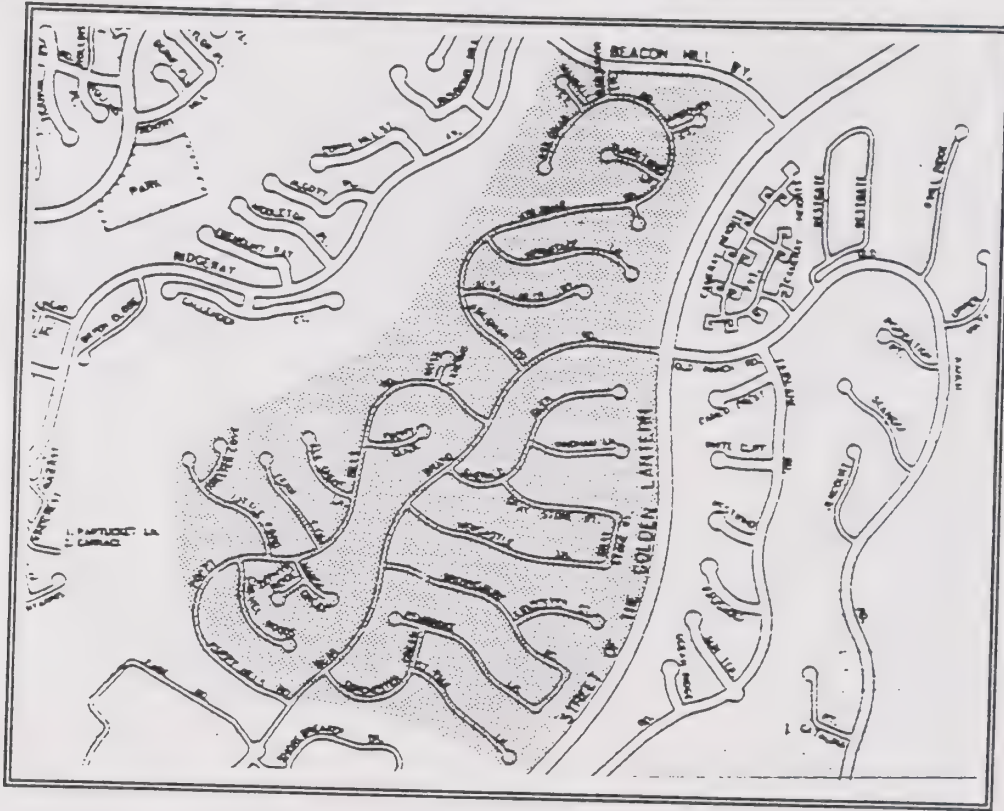
Projected Site Density: 3.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 28

BEAR BRAND WEST



General Plan Designation: Residential Detached

Zoning District: Bear Brand Planned Community

Zoning District Permitted Density: 6.5 - 12.5 Units/Acre

Site Acreage: 116.5 Acres

Existing Units: 62

Total Future Units to be Constructed: 388

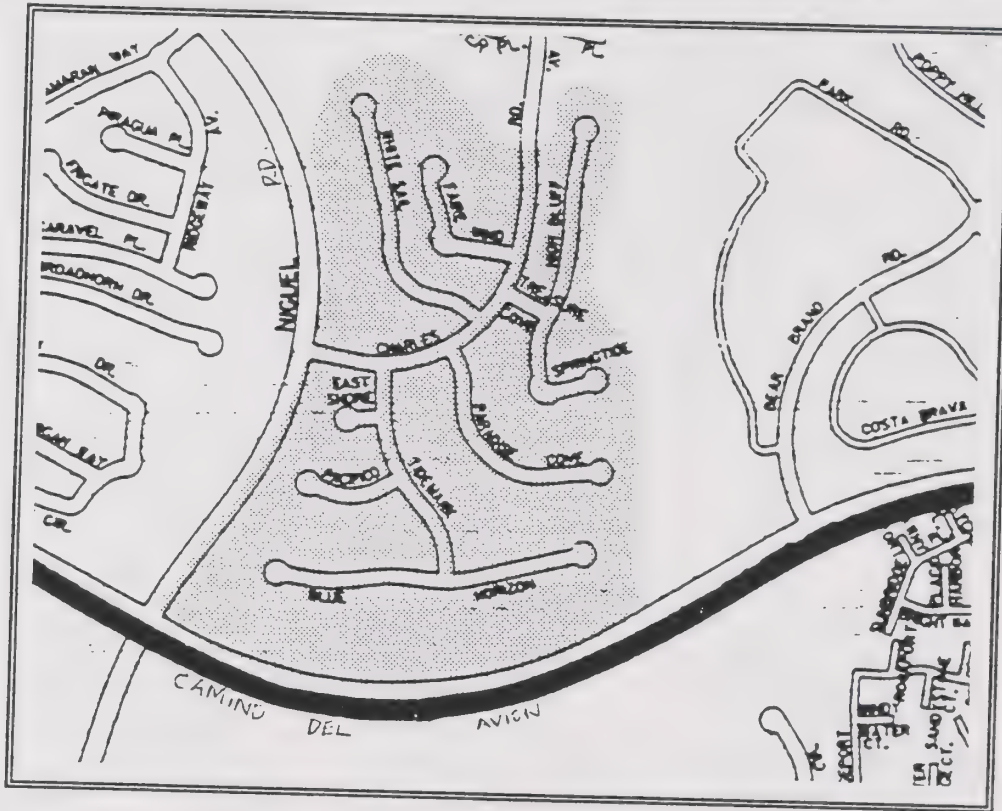
Projected Site Density: 3.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 29

SAN MARINA



General Plan Designation: Residential Detached

Zoning District: Bear Brand Planned Community

Zoning District Permitted Density: 3.5 - 5.0 Units/Acre

Site Acreage: 47.2 Acres

Existing Units: 53

Total Future Units to be Constructed: 143

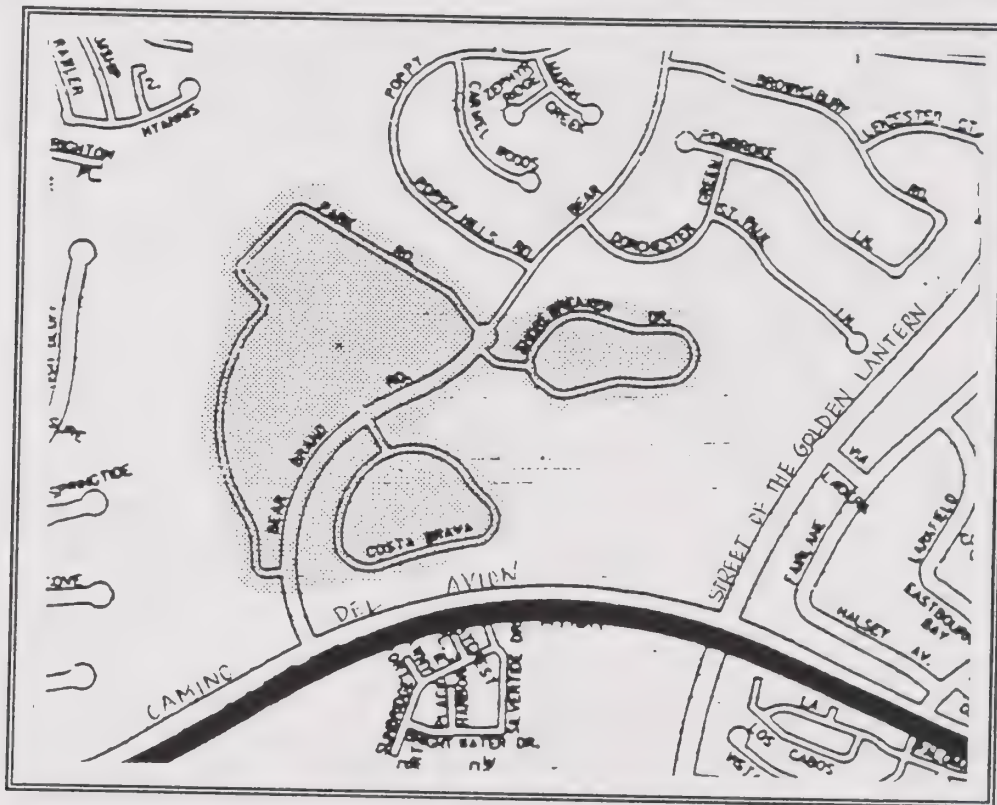
Projected Site Density: 4.2 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 30 BEAR BRAND ATTACHED

SITE: 30 BEAR BRAND ATTACHED



General Plan Designation: Residential Attached

Zoning District: Bear Brand Planned Community

Zoning District Permitted Density: 6.6 - 15.5 Units/Acre

Site Acreage: 77.9 Acres

Existing Units: 196

Total Future Units to be Constructed: 175

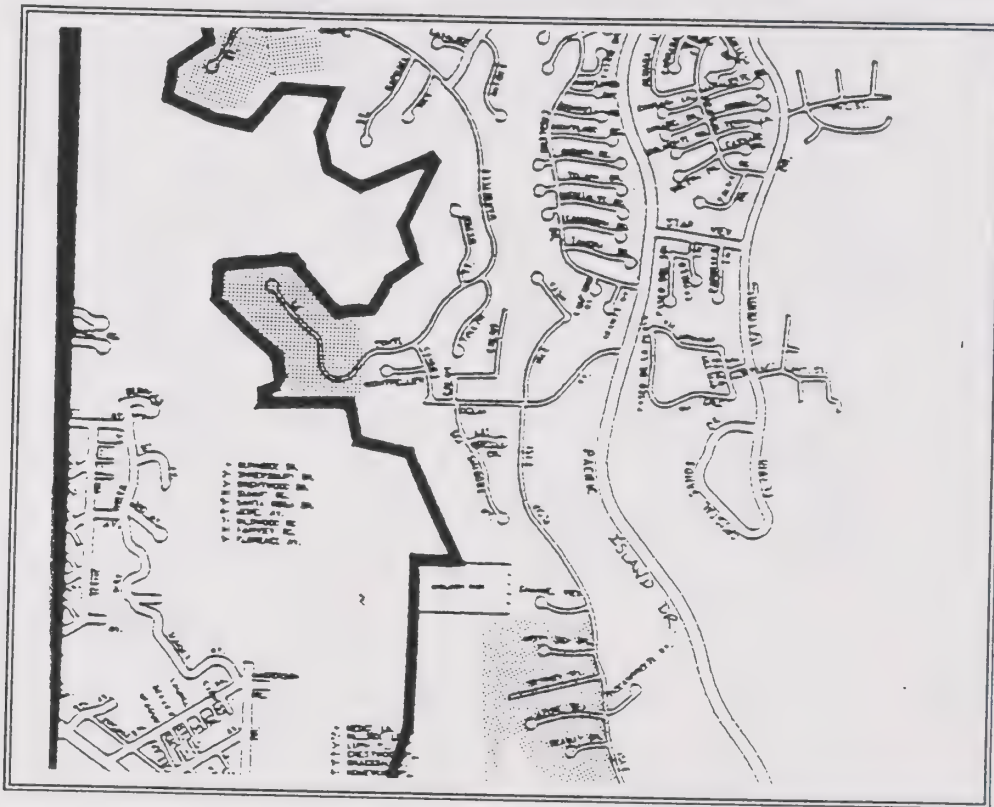
Projected Site Density: 4.8 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Development Agreement, Vesting Tentative Tract Map, Final Tract Map

SITE: 31

LAGUNA SUR/MONARCH PT.



General Plan Designation: Residential Detached

Zoning District: South Laguna Specific Plan RFS-6/RFS-4

Zoning District Permitted Density: 1.0 - 6.5 Units/Acre

Site Acreage: Individual Custom Home Lots

Total Future Units to be Constructed: 63

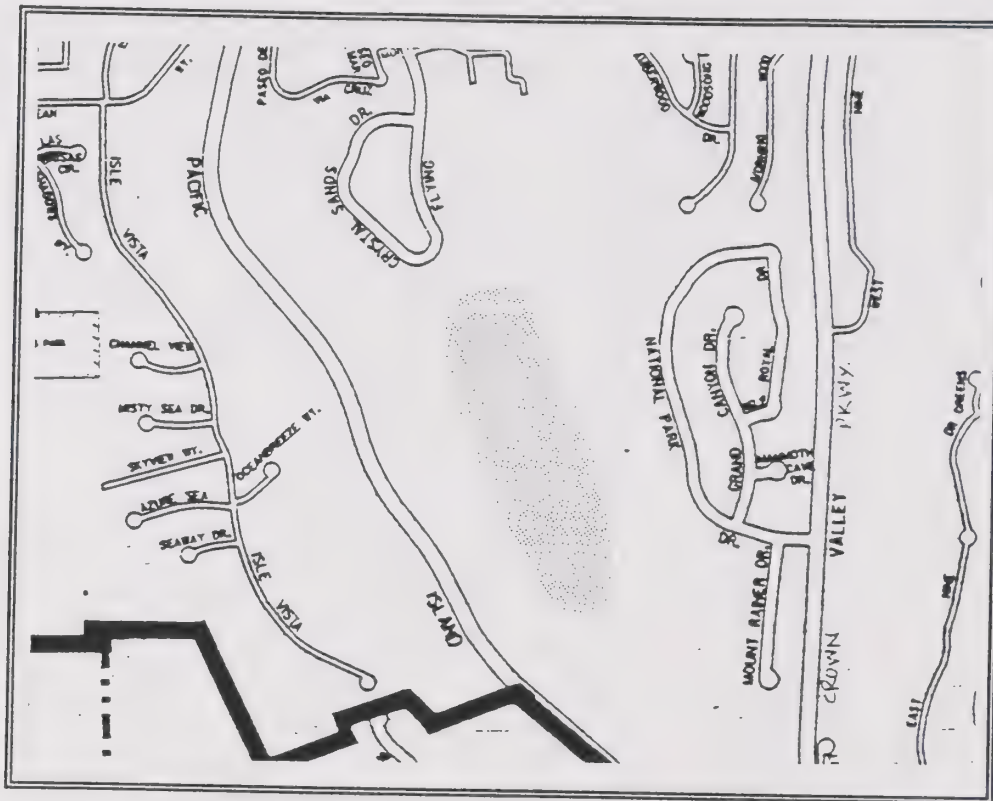
Projected Site Density: 2.4 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Final Tract Maps, Coastal Development Permits

SITE: 32

HON



General Plan Designation: Residential Detached

Zoning District: South Laguna Specific Plan/Laguna Niguel Planned Community

Zoning District Permitted Density: 3.5 - 12.5 Units/Acre

Site Acreage: 60.9 Acres

Total Future Units to be Constructed: 1

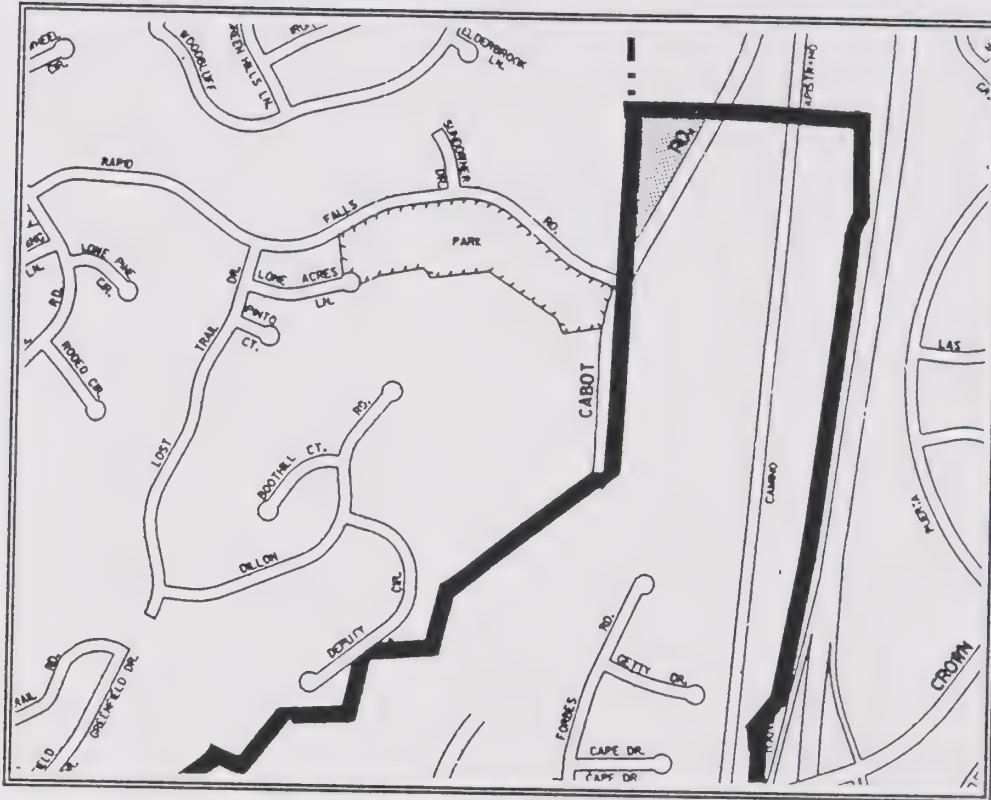
Projected Site Density: .02 Units/Acres

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: Pending Tentative Tract Maps

SITE: 33

SENIOR HOUSING PROJECT



General Plan Designation: Industrial/Residential Attached

Zoning District: M-1 (Light Industrial)

Site Acreage: 3.7 Acres

Total Future Units to be Constructed: 75

Projected Site Density: 20 Units/Acre

Public Facilities: All facilities are available, including: Access roadways, electrical, gas, sewer, telephone, water, cable television, telephone, police, and fire

Entitlements: None

Chapter Nine
GROWTH MANAGEMENT

General Plan for the City of Laguna Niguel
Chapter 9 - Growth Management

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
A. Purpose	1
B. Key Definitions	1
C. Consistency with Applicable Laws	5
D. Growth Management Approach	6
II. GOALS AND POLICIES	7
III. IMPLEMENTATION PROGRAMS	11

GROWTH MANAGEMENT

I. INTRODUCTION

A. Purpose

The purpose of this Element of the Laguna Niguel General Plan is to promote orderly growth and development based on the City's ability to provide an adequate circulation system to serve the land uses established pursuant to this General Plan. It is further intended that achieving an adequate circulation system will be accomplished in accordance with the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component" (Measure M).

While this Chapter focuses solely on transportation and circulation aspects of growth because Laguna Niguel is a "developed" community, it is important to recognize that this is only one of several dimensions of overall growth management to be undertaken by the City of Laguna Niguel. Other aspects of growth management will be found within various other elements of the City's General Plan and in the Community Service Standards Element. Taken together, these sections of the Laguna Niguel General Plan will influence growth and development within the City and in surrounding areas to achieve the quality of life embodied in the Plan.

B. Key Definitions

The General Plan Glossary of Terms, Appendix A to the General Plan, defines numerous terms used in this Plan. The following definitions are presented here because they are critical to an understanding of the Element.

1. **CAPITAL IMPROVEMENT PROGRAM (CIP).** A listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards.

The CIP includes proposed projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The CIP is one tool for implementing the General Plan and is updated annually to insure that priorities remain timely as circumstances change.

2. **COMPREHENSIVE PHASING PLAN (CPP).** A road and public facilities improvement and financing plan which responds to the level of service requirements in the Element.

With regard to road improvements, a CPP includes level of service requirements and takes into account measurable traffic impacts on the circulation system.

3. **CRITICAL MOVEMENT.** Any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.

This helps to identify capacity of the intersection to handle traffic wishing to move in various directions through the intersection.

4. **DEVELOPMENT PHASING PROGRAM.** A set of standards and procedures which establish the requirement for building and grading permits to be approved or issued in a manner that assures implementation of required transportation and public facilities improvements.

This program enables the City to specify the order of improvements and the phasing of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.

5. **DEFICIENT INTERSECTION FUND.** A trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service policy.

This fund serves as a "holding device" for accumulating funds from multiple projects until sufficient money is available to fund intersection improvements.

6. **DEFICIENT INTERSECTION LIST.** A list of intersections which, after all feasible traffic improvements have been made, still exceed the threshold traffic level of service standard.

The significance of an intersection being on the Deficient Intersection List is that since all feasible improvements have been made, no additional funding for transportation improvements is shown for these intersections on the City's Seven - Year Capital Improvement Program. The Deficient Intersection List is primarily to be used in Growth Management Area Inter-Jurisdictional Planning Forums for discussion among member jurisdictions of land use decisions, traffic mitigation programs and transportation improvement projects. Placing an intersection on the Deficient Intersection List does not detract from the City's ability to qualify for Measure M funds for other traffic improvements.

7. **DEVELOPED COMMUNITY.** A community which already contains public facilities necessary to support development on the general plan land use element, but may require new or improved transportation facilities to implement their circulation system and the regional system.
8. **GENERAL PLAN.** The basic policy guide for physical planning and development in the City. It is a long range vision for the community and statement of desired growth and improvement. It serves as the basis for

regulation of land uses and the provision of public facilities and services to support the community.

The General Plan describes the desired future conditions the Growth Management Element is intended to help achieve.

9. **GROWTH MANAGEMENT.** The process of influencing, guiding and regulating various aspects of growth to achieve prescribed standards or levels of service. It involves establishing plans, policies and programs to achieve certain desired amounts, rates, timing and quality of growth and development.

Growth Management is a means to an end: a quality living environment. Implementing programs/actions to achieve that purpose must occur as a continuing part of the decision making process.

10. **GROWTH MANAGEMENT AREAS (GMAs).** A subarea of the County established by the Regional Advisory and Planning Council to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.

The City of Laguna Niguel shares GMA No. 10 with the Cities of Laguna Beach, Laguna Hills, a portion of Mission Viejo and a portion of unincorporated Orange County. It will also be particularly important to coordinate with the adjacent cities of Dana Point and San Juan Capistrano in GMA No. 11.

11. **GROWTH MANAGEMENT ELEMENT.** An Element of the City General Plan which specifies goals, policies and actions for achieving optimum community benefits from growth and development through influencing the rate, amount and phasing of growth in accordance with established traffic levels of service.

The Measure M requirements for a growth management element include:

- a. Specification of Traffic Level of Service Standard(s);
 - b. Adoption of a Development Mitigation Program;
 - c. Adoption of a Development Phasing Program; and
 - d. Adoption of an Annual Monitoring Program.
12. **INTERJURISDICTIONAL FORUM.** An ongoing series of meetings involving jurisdictions within a GMA to reach resolution of issues related to Measure "M" Growth Management Elements.

This is the intergovernmental mechanism for local government coordination within and between GMAs.

13. **LOCAL TRANSPORTATION AUTHORITY.** The Orange County Transportation Authority (OCTA).

This is the agency responsible for processing Measure M compliance submissions and administering the Measure M funds.

14. **MEASURABLE TRAFFIC.** Traffic volume resulting in a 1 % increase in any critical movement at an intersection.

This level of traffic increase is a key factor in determining the impacts for which a project would be responsible.

15. **MEASURE M.** The countywide growth management ordinance passed by the voters to raise gas sales taxes within Orange County in order to fund specific transportation improvements and establish growth management procedures aimed at insuring that new development pays for the traffic improvements needed to maintain acceptable traffic levels of service.

16. **TRAFFIC LEVEL OF SERVICE (LOS).** This may also be referred to as the Threshold Traffic Level of Service. Specifically, a scale that measures the amount of traffic a section of road or intersection may be capable of handling. The scale ranges from a best case of LOS A to virtual gridlock at LOS F. When specified as a target for one or more links or intersections its achievement becomes a matter of policy.

For traffic purposes, the following simplified scale illustrates the differences in LOS:

Peak Hour Level of Service Description		
Level of Service	Traffic Flow Quality	ICU Value
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00-0.60
B	Operating speeds beginning to be affected by other traffic between one and 10 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61-0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standards.	0.71-0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycle have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81-0.90

Peak Hour Level of Service Description		
Level of Service	Traffic Flow Quality	ICU Value
E	Capacity; the maximum traffic volume an intersection can accommodate; restricted speeds; 71-100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91-1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volumes and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service "E".	Above 1.00
Source: Highway Capacity Manual: Highway Research Board Special Report 87, National Academy of Sciences, Washington D.C. , 1965, Page 320. Definition: Peak Traffic Period of time in which the greatest number of vehicle trips are traveling on given roadways. Signal Cycle - Any complete sequence of signal indications. Queue - a line of vehicles		

These level of service descriptions are based on the Intersection Capacity Utilization (ICU) method. The ICU method measures the ratio of intersection demand to capacity. The ICU is calculated by adding the ratios of demand to capacity for the critical movements at an intersection.

Section C, below, provides further specifications of Measure M requirements.

C. Consistency with Applicable Laws

The California Government Code, Section 65303, states that "the General Plan may include any other elements or address any other subjects which, in the judgement of the [City Council], relate to the physical development of the ... city. By increasingly common practice in California, this option includes Growth Management Elements or policies.

The Countywide Traffic Improvement and Growth Management Initiative (Measure M) states:

"Each jurisdiction is to adopt a Growth Management Element of its General Plan to be applied in the development review process. Developed [Growth Management Areas] GMAs are required to include within their [Growth Management] Element sections that:

1. Specify Traffic Level of Service (LOS) standards;
2. Adopt a Development Mitigation Program;

3. Adopt a Development Phasing Program; and
4. Adopt an Annual Monitoring Program.

As specified in the adopted Countywide Growth Management Program Implementation Manual, Laguna Niguel defines itself as a developed community.

Other Requirements of Measure M include the following actions which may be taken outside the Growth Management Element:

1. Participate in Inter-Jurisdictional Planning Forums.
2. Develop a Capital Improvement Program.
3. Address a balance of housing options and job opportunities.
4. Adopt a Transportation Demand Management (TDM) Ordinance.

A general policy is included in the Element which supports these actions.

D. Growth Management Approach

The approach taken in this Element is to comply with Measure M for a developed community, expanding upon those requirements only where necessary to properly integrate this Chapter with the rest of the Laguna Niguel General Plan.

II. GOALS AND POLICIES

The GOALS describe desired conditions or characteristics to be achieved during the life of the Plan. It is assumed that during the 20 year time horizon of the Plan, all vacant land capable of development will have been developed; all land deserving of permanent open space status will have been preserved by appropriate means; and that a considerable amount of currently developed non-residential land will have been revitalized.

The POLICIES state rules for making future decisions that will help to achieve the goals. They are stated in action terms. All policies will not necessarily be carried out concurrently, nor in the immediate future.

Goal 1A: An adequate transportation/circulation system that supports regional and local land uses at adopted Level of Service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M).

Goal 1B: Reduced traffic congestion on the City's streets and highways compared to conditions which would prevail without enactment and implementation of this Element.

Intent Achievement of these goals is to be accomplished by policies and implementation programs which cause the circulation system to perform according to the established Traffic Level of Service Policy and bring about phased development in a manner consistent with the City's Comprehensive Phasing Plan. In this process the intent is to seek an acceptable level of service within the City and adjacent territories as well. In so doing, fiscal limitations, feasible levels of transportation system improvements, and impacts of regional traffic outside of the City's control will be taken into consideration.

Traffic Level of Service

Policy 1.1 Make all feasible transportation improvements in order to meet a target LOS standard of C and a threshold standard of LOS D. The City recognizes that not all intersections within the City can meet this target LOS. Therefore, the City will establish a critical intersection list which consists of intersections which do not meet the target LOS of C, at peak periods only, but do not exceed the City's threshold LOS standard of D. In order for an intersection to be placed on the City's critical intersection list, the City Council must find that the improvements necessary to meet target LOS C are not feasible because of one or more of the following reasons: 1) the cost of the improvements exceeds available funding

sources; 2) the design of the necessary improvements is not compatible with the surrounding land uses; or 3) the design of the necessary improvements is contrary to other established City policies.

- Policy 1.2** Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines that the unacceptable level of service is a direct result of regional traffic and that the improvements necessary to achieve the threshold level of service: 1) exceed the available funding sources; 2) are not compatible with the surrounding land uses; or 3) the design of the improvements is contrary to other established City policies.
- Policy 1.3** Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the deficient intersection list.
- Policy 1.4** Allow adjustment of stated requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.
- Policy 1.5** Measure Traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority.

Development Mitigation and Phasing

- Policy 2.1** Require necessary conditions of approval on development projects to achieve Traffic LOS standards prescribed in this Element.
- Policy 2.2** All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their prorata share of the necessary long-term transportation improvements identified in the Circulation Element of the General Plan or its Technical Appendix.

As part of the City's transportation fee program(s), criteria will be developed to establish funding priorities. This program will also establish phasing guidelines to be consistent with the Comprehensive Phasing Plan.

- Policy 2.3** All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target level of service as a result of project

implementation, shall fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project approval. Even for intersections where the target LOS is D, in the interim, prior to build-out, the City may require mitigation to maintain a LOS of C.

Necessary feasible improvements to mitigate an intersection to its level of operation prior to project approval, shall be targeted for completion prior to issuance of Certificates of Use and Occupancy for the approved project. If the City determines that the cost of the improvement(s) is not feasible, the City shall require that any feasible short-term improvements be made prior to Certificates of Use and Occupancy and all permanent transportation improvements made within three years of the issuance of the first building permit, or within five years of the first grading permit.

Any project which has complied with Policy 2.3 by funding a specific transportation improvement project, which is included in the City's transportation fee program, shall be given credit for the fees required as part of the transportation fee program as established in Policy 2.2.

- Policy 2.4** Those intersections on the deficient intersection list shall be exempted from the requirements of Policy 2.3.
- Policy 2.5** Review and evaluate existing traffic mitigation fees and develop new fees, if necessary, to fund the improvements identified in the Circulation Element of the General Plan or its Technical Appendix, in cooperation with other jurisdictions.
- Policy 2.6** Prohibit the use of Measure M tax revenues to replace private developer funds which have been committed for normal project or subdivision obligations.
- Policy 2.7** Phase development in accordance with the Comprehensive Phasing Program adopted by the City, which shall provide an overall build-out land use development plan which can be supported by implementation of the planned circulation system.
- Policy 2.8** Periodically evaluate programs designed to mitigate development impacts and the phasing of development and feasible transportation improvements.

Land Use and Program Administration

- Policy 3.1** Recognizing the particular constraints of existing physical development characteristics in Laguna Niguel, strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses have a reasonable proportion to each other.
- Policy 3.2** Require continuation of the annual monitoring and reporting process to document compliance with the policies of this Element.

Regional Coordination

- Policy 4.1** Identify and promote Measure M priorities of importance to the City of Laguna Niguel, both within and outside the City.
- Policy 4.2** Cooperate with nearby cities and the County of Orange, especially within GMA 10, in making transportation improvements of mutual interest and priority.
- Policy 4.3** Seek close coordination between GMA 10 and communities within GMA 11.
- Policy 4.4** To the maximum extent possible, integrate Congestion Management Program and Measure M Growth Management requirements into a single set of development incentives/guidelines/regulations.
- Policy 4.5** Continue to participate in GMA 10 planning forums.

III. IMPLEMENTATION PROGRAMS

1. ESTABLISH A DEVELOPMENT MITIGATION PROGRAM by June 30, 1993 to ensure that new development: 1) pays its share of costs for feasible transportation improvement projects; and 2) funds all feasible transportation improvement projects necessary to achieve an acceptable level of service in cases where the development contributes one percent or more to the critical movement at an intersection, which causes that intersection to exceed the target level of service.
2. INTER-JURISDICTIONAL PLANNING FORUMS AND BASE FEES. Participate with GMA No. 10 jurisdictions in developing an annual transportation improvement list, establishing a GMA deficient intersection list, and establishing regional traffic impact mitigation measures.
3. BASE FEE COORDINATION. Monitor and consider fee levels in GMA 9 and 11 as a context for fees in GMA 10.
4. COMPREHENSIVE PHASING PLAN. Establish a Comprehensive Phasing Plan by June 30, 1993 which assures that feasible transportation improvements are added as development occurs so that they are in balance with demand. The adopted Comprehensive Phasing Plan will ensure that feasible transportation improvements are funded as development occurs.
5. PERFORMANCE MONITORING PROGRAM. Establish a Performance Monitoring Program by June 30, 1993 to: 1) evaluate compliance with approved development phasing allocations; 2) ensure and document that feasible transportation improvements are actually provided; 3) evaluate whether the development mitigation program is providing adequate funding for feasible transportation improvements and other mitigation measures; 4) evaluate the maintenance of transportation service levels through an annual traffic report based on data no more than three months old; and 5) identify corrective action to be initiated if service level deficiencies are indicated. Traffic reports shall not use counts during the time periods of June through August and November 15 through January 5.
6. ANNUAL PROGRAM SUPPORT. Include in the Fiscal Year 1992-93 and subsequent budget packages any measures and associated costs deemed necessary to further the goals and policies of this Element including, but not limited to:

- 1) participation in the Interjurisdictional Planning Forums; 2) preparation of the Seven-Year Capital Improvement Program; and 3) adoption or updating of the City's TDM Ordinance.
7. **DEVELOPMENT REVIEW PROCESS.** Incorporate Measure M criteria and procedures into the City's development project review process.
 8. **PRIORITIES.** Prepare a priority list of transportation improvement projects from the City's standpoint and promote these priorities with local GMAs, the Transportation Corridor Agencies, the County of Orange, the Regional Advisory and Planning Council, the Orange County Transportation Authority and other agencies with facility or funding responsibilities.
 9. **AGREEMENTS.** Prepare any subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements which implement this Element in such a way as to be consistent with this Element and its implementing ordinances, plans, programs and actions.
 10. **ADDITIONAL IMPLEMENTATION.** Initiate any additional implementing measures or actions deemed necessary by the City to further the goals of this Element.

Chapter Ten
COMMUNITY SERVICE STANDARDS

General Plan for the City of Laguna Niguel
Chapter 10 - Community Service Standards

Table of Contents

<u>Section</u>	<u>Page</u>
I. INTRODUCTION	1
II. CONSISTENCY WITH STATE LAW	2
III. COMMUNITY SERVICE STANDARDS	3
A. Fire Protection	3
B. Paramedic Emergency Services	4
C. Police/Sheriff	5
D. Flood Control/Drainage (Local)	6
E. Solid Waste	7
F. Community Purpose Facilities	8
G. Park Facilities	8
H. Open Space	9
I. Library	9
J. Water Supply	10
K. Sanitary Sewer Facilities	11
L. Schools	12

COMMUNITY SERVICE STANDARDS

I. INTRODUCTION

The Community Service Standards Element focuses on the provision of essential facilities and services. The purpose of this element is to identify level of service standards to be sought for certain community services in accommodating the City's remaining growth potential as identified in the Land Use Element. The services and facilities identified in this Element represent a combination of all community services mentioned in the Growth Management Components of other Elements of the General Plan, specifically the Land Use, Open Space/Parks/Conservation, and Public Facilities Elements. Traffic level of service standards are included in the Growth Management Element (Chapter 9) of the General Plan.

In order to achieve a desirable quality of life in Laguna Niguel, community service standards have been established. These standards will help to ensure orderly growth and development and facilitate the provision of services by the City and other service providers.

II. CONSISTENCY WITH STATE LAW

The Community Service Standards Element is an optional element of the General Plan. This element carries the same force and effect as a mandatory element and must be internally consistent with other elements of the General Plan.

III. COMMUNITY SERVICE STANDARDS

A. Fire Protection

Discussion

The currently adopted LOS Standard is established by the Orange County Fire Department (OCFD) and consists of a 5 minute response time for 80% of the City, with a maximum response time of 7 minutes. That performance is currently being exceeded with the provision of a 5 minute response time for 88% of the City. This compares very favorably with other jurisdictions. This is particularly impressive, given the hilly terrain, and indirect access routes typical of Laguna Niguel.

It is important to note that response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary facilities phase out.

New development is expected to be capable of being served within the adopted response time.

Level of Service Standard: 5 minute response time for 80% of the City.
(Growth Management Component - Public Facilities Element)

Source: Orange County Fire Department

Implementing Action:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.
2. Conduct fire awareness and prevention programs in the City through the OCFD Community Education Program.
3. Provide high priority to response times for employment centers containing unusually flammable materials and potential wild land fire prone areas where fires could spread quickly.
4. Explore and consider special procedures for handling fires in environmentally sensitive areas.
5. Continue to require fuel modification zones as part of development approvals in areas subject to wildfires.

Actions if the Standard is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

B. Paramedic Emergency Services**Discussion:**

Paramedic services are also provided by the OCFD under contract. The current Level of Service Standard is a 10 minute response for 80% of the developed area. The 10 minute response time is currently available for 92% of the City. It is important to be aware that initial emergency medical treatment is provided by the firefighters as they arrive on the scene. Paramedics take over when they arrive. In this way, critical time is not lost in such emergencies as heart attacks or smoke inhalation; treatment begins at once.

Response time patterns will vary from year to year because of differences in emergency locations, status of new development and changes in station locations as temporary Fire Department facilities phase out.

New development is expected to be capable of being served within the adopted response time or provide mitigation measures acceptable to the City.

Level of Service Standard: 10 minute response time for 80% of the City.
(Growth Management Component - Public Facilities Element)

Source: Orange County Fire Department

Implementing Action:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standards is Not Met:

1. Review impediments with the OCFD to determine the most cost effective remedies including, but not limited to, additional facilities.

2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

C. Police/Sheriff

Discussion:

This service is contracted with the Orange County Sheriff's Department. The level of service is considered satisfactory by the City, but cost concerns have caused the Laguna Niguel to join with others in south Orange County to explore a separate district (South County rather than countywide) for provision of police services.

Some jurisdictions establish police LOS Standards in terms of facility or personnel ratios to the population; others according to response times for various types of calls; and still others by personnel work load measures. The Sheriff's Department uses the latter methodology. The current measure is that: 1) at least 35% of an officer's time must be spent on directed patrol duty; 2) 60 to 70% is to be spent on responding to calls and associated administrative duties; and 3) new officers are added when 70% of the total workload is exceeded. This measurement does not signify to the community a clear indication of what is actually being provided in the way of service.

The purpose of the LOS Standard regarding police services is two-fold: 1) to maintain or improve the current services being provided the City; and 2) to convert the administrative standard now in use to performance standard which can be more readily understood by Laguna Niguel citizens.

The LOS standard for police services is predicated on a slightly less demanding response time than fire response because of the single station location and an increased percentage of call responses within the time because of the patrol car activity.

Level of Service Standards: 4-6 minute response time for 85% of the Priority 1 calls. (Growth Management Component - Public Facilities Element)

Implementing Action:

1. Monitor and report annually on performance levels achieved, along with recommendations for improvements, if any.

Actions if the Standard is Not Met:

1. Review impediments with the Sheriff's Department to determine the most cost effective remedies.
2. If it is determined that a proposed project cannot be served within the LOS response time, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected. Consideration shall be limited to only the development in question to the extent that it contributes significantly to the deficiency.

D. Flood Control/Drainage (Local)**Discussion:**

Local flood control channels and conduits connect developed areas with the four regional channels serving Laguna Niguel. There are no known deficiencies in local facilities. Others will be needed as remaining undeveloped areas build out and will be identified as development plans are processed.

Level of Service Standard:

All new development shall be provided with 100-year flood protection and new streets shall comply with City Engineering standards. (Growth Management Component - Public Facilities Element)

Implementing Action:

1. Review development proposals for adequacy of local drainage facilities.
2. Design flood control facilities to provide open space recreation and habitat value wherever feasible.
3. Distinguish between residential (landscaped channels) and commercial/industrial areas (hardened channels) in facility design.

Action if the Standard is Not Met:

1. Require project redesign to conform to standards.

E. Solid Waste**Discussion:**

The City uses a private contractor for waste collection purposes. Disposal is at the County operated Prima Deshecha Landfill site in San Juan Capistrano, a facility currently operating at daily intake levels approximately 25% below its design limits. The City has adopted its required Source Reduction and Recycling Element (SRRE) pursuant to state law.

Planned growth according to the General Plan is not projected to exceed landfill capacities. This assumes the current 20 year life expectancy of the site, based on a 2% increase in population and 20% diversion of solid waste from the landfill because of source reduction and recycling. Implementation of local SRREs will result in 50% diversion and therefore, the life expectancy of the landfill may be extended. Along with all jurisdictions in Orange County, cooperative long term solid waste disposal solutions beyond a 20 year time horizon will need to be developed through participation in the County's Integrated Waste Management Plan and subsequent studies.

Level of Service Standard: Implementation of source reduction, recycling, composting and other conservation methods as required by State Law. (Growth Management Component - Public Facilities Element).

Source: Laguna Niguel General Plan

Implementing Actions:

1. Complete implementation of the SRRE according to schedule.
2. Coordinate with the County Integrated Waste Management Department (IWMD) to insure continued landfill capacity, achieve recycling targets and initiate plans for long term capacity development.
3. Pursue with the IWMD the potential and benefits associated with a materials reduction facility (MRF) to serve Laguna Niguel.

Actions if the Standard is Not Met:

1. Review and revise the SRRE as necessary.
2. Establish conditions of approval on development projects if a determination is made that waste reduction targets are not being met and project mitigation measures are required to avoid excessive solid waste generation.

F. Community Purpose Facilities

Discussion:

Community Purpose Facilities include land uses which serve various community needs including child care, religious services, child and adult counseling, teen and senior centers, and city civic center. These community purpose facilities are a valued component of Laguna Niguel and enhance the quality of life. For these reasons such facilities are encouraged within Laguna Niguel.

Community Purpose Facilities are established primarily by private, usually non-profit, organizations. Therefore, the City has little control over the amount and timing of development of such facilities, although the City can influence the development of community purpose facilities through the land use approval process.

The Land Use Element identifies a specific land use category for the establishment of community purpose facilities, the Public/Institutional land use category. Traditionally, community purpose facilities had to compete for land which was assigned another land use such as commercial or residential. This often raised the land prices beyond the reach of many non-profit organizations. In addition to the Public/ Institutional land use category, community purpose facilities may locate in other appropriate locations within the City.

Unlike other community services which have specific quantitative levels of service, community purpose facilities cannot be assessed numerically, rather the provision of such facilities can be encouraged through community goals and policies.

Level of Service Standard: No numeric level of service standards apply.

Goal: Encourage the development of Community Purpose Facilities in appropriate locations within the City.

G. Park Facilities

Discussion:

Laguna Niguel includes 231.9 acres of useable parkland. The current standard of 3 acres per 1,000 persons suggests that the City should provide 138.8 acres, based on the current population of 46,251. The actual acreage provided (231.9) equates to 5.0 acres of parkland per 1,000 persons. Thus, the City could impose a parkland dedication requirement of 5 acres per 1,000 persons, but elects to retain the 3 acre per 1,000 population standard.

A key aspect of parkland dedication is the degree to which it is actually usable for recreation purposes. While landscaped slopes and other features may add to the attractiveness of the site, the parkland dedication requirement's purpose is to satisfy recreation needs. Section V.D. of the Open Space/Parks/Conservation Element specifies the criteria for local parkland sites including size, shape, slope, location, etc.

Level of Service Standard: 3 acres of local parkland per 1,000 population. (Growth Management Component - Open Space/Parks/Recreation Element)

Source: Laguna Niguel General Plan

Implementing Actions:

1. Continue to implement the local park ordinance which requires a standard of 3 acres per 1,000 population, ensuring that all land so dedicated is useable for recreation purposes.

Actions if the Standard is Not Met:

1. Comply with requirements in the form of an in lieu fee.
2. Scale the project back to a level at which the required standard can be satisfied.

H. Open Space

Discussion:

There are several types of open space areas in the City of Laguna Niguel including Regional Open Space, Local Open Space (open space corridors, greenbelts, hillsides, and landscaping), and Landscaped Corridors along scenic highways. Open Space comprises over one-third of the acreage within the City. Therefore, it is important to manage and maintain existing open space areas.

Level of Service: Ensure that existing designated Open Space areas are conserved, managed and maintained and encourage future appropriate additions to the Open Space system.

I. Library

Discussion

One library operated by the County is located within the City and two nearby libraries are in adjacent cities (Mission Viejo and Dana Point). The Level of Service Standard of .2 square feet of library space per capita is used through-out

the County system, which serves 21 cities and several unincorporated communities within Orange County. Ideally, libraries would be dispersed geographically to be relatively convenient to all portions of the City. The Dana-Niguel Branch serves the southerly portion of Laguna Niguel well; and the Crown Valley Branch serves the central portion of the City well. The Mission Viejo Branch, though less convenient, could provide service to the most northerly residents in the City. The Crown Valley Branch library currently receives a great deal of use and the demand for services has prompted a request to the County Board of Supervisors to approve funding for an additional 5,000 sq.ft. of space at that branch.

Service levels will need to be coordinated through the County Library system. The aggregate of all three sites, considering the portion of service they provide to Laguna Niguel residents, must be considered and assessed to determine total Level of Service. This will entail coordination with the two adjacent Cities, particularly Dana Point.

Level of Service Standard: 0.2 square feet of library space per capita. (Growth Management Component - Public Facilities Element).

Source: Orange County Library system

Implementing Action:

1. Coordinate library needs with the Orange County Library system and the Cities of Dana Point and Mission Viejo.
2. Seek ways to improve library access to residents in the northerly portions Laguna Niguel.

Actions if Standard is Not Met:

1. Develop an action plan with the Orange County Library system to maintain a desired LOS standard.

J. Water Supply

Discussion:

City water is supplied by the Moulton Niguel Water District and the South Coast Water District. These districts also serve a portion of adjacent communities as well. The districts are well positioned to supply Laguna Niguel with water, however conservation programs and reclamation are necessities in Southern California.

If the Moulton Niguel Water District obtains an additional 25 cubic feet per second (cfs) for a total of 100 cfs from which to supply the City and other district

customers, it is probable that there will be adequate water to serve development under the General Plan. Nevertheless, a careful phasing of development and water supply will be necessary in order to assure service to future water users.

Level of Service Standard: Cooperate with water districts to provide sufficient water supplies to meet projected demand and encourage conservation and the use of reclaimed water. (Growth Management Component - Public Facilities Element)

Source: Laguna Niguel General Plan

Implementing Action:

1. Incorporate water supply into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from the program associated with the Growth Management Element.

Actions if the Service is Not Met:

1. If it is determined that a proposed project cannot be properly served with water (inability to obtain a will serve letter), mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until the deficiency is corrected.

K. Sanitary Sewer Facilities

Discussion:

Facilities to handle waste water are supplied by the Moulton Niguel Water District and the South Coast Water District, serving approximately 95 % and 5 % of the City respectively. Two types of capacity constraints may be encountered: 1) inadequate treatment capacity and 2) inadequate line capacity.

While there is every indication that both can be readily provided to accommodate build-out of the General Plan, it will be necessary to monitor and work with the Districts to take corrective action if future deficiencies are identified.

Line capacity standards are established by the Districts according to line size to ensure that flow capacity is maintained.

Level of Service Standards:

1. Sufficient treatment capacity to serve Laguna Niguel and other system users.
2. Line capacities meeting District standards. (Growth Management Component - Public Facilities Element)

Source: Water Districts and Laguna Niguel General Plan

Implementing Action:

1. Incorporate sanitary sewer facilities for waste water transfer and treatment into a comprehensive development mitigation, phasing and monitoring program similar to, but separate from the program associated with the Growth Management Element.

Actions if the Standard is Not Met:

1. If it is determined that a proposed project cannot be properly served by sanitary sewer facilities, mitigation measures to correct the deficiency must accompany approval, or approval will be withheld until deficiency is corrected.

L. Schools

Discussion:

The City of Laguna Niguel shares an unusually large and growing school district, Capistrano Unified, with several other cities. The District continues to be impacted heavily by growth within its service boundaries. Achieving an adequate supply of schools and classrooms to keep pace with development is a constant challenge in high growth areas.

Currently authorized development fees under state legislation are inadequate to fund needed schools throughout the state. School districts and local jurisdictions resort to a variety of methods to augment development fees, some of which entail additional exactions on development projects by means of EIR mitigation requirements. Legal actions have resulted from some of these efforts.

One of the most important considerations regarding school planning for Laguna Niguel is the fact that it shares the school district with other local governments. In effect, school planning and development is a sub-regional problem similar in scale to some of the circulation issues confronting south Orange County. Accordingly, this LOS Standard is a recognition of the Capistrano School District's policy and a commitment to work with the District, other south County local governments, and the development industry in finding mutually workable approaches to the problem.

Level of Service Standard: Encourage the Capistrano Unified School District to provide the highest level of education at the lowest student to teacher ratio possible. (Growth Management Component - Public Facilities Element)

Source: Capistrano Unified School District

Implementing Actions:

1. Initiate a cooperative planning program with the Capistrano Unified School District and the cities it serves to identify and undertake measures which can most cost effectively provide necessary school facilities as development occurs.

Actions if the Standard is Not Met:

Cooperate with the Capistrano School District to establish phasing and funding mitigation conditions on residential development projects which will provide prorata support for needed school facilities.

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